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SPECIAL ISSUE
MARKING THE END OF DEFENDER PRODUCTION

THE END?



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Welcome

December 2015



FAREWELL DEFENDER

Or should that be au revoir? Our favourite Land Rover will outlive the lot of us, reckons our Dave

All good things come to an end – even the best motor vehicle Britain has ever seen. Yes, I'm talking about the Defender, whose proud production run ends this month.

Obviously we couldn't let such a momentous occasion quietly slip away, so this issue sees a 14-page special tribute to the model we all love so dearly. Defender is, after all, the direct descendent of the original 80-inch Series I Land-Rover of 1948. Stand the latest TDCi Defender alongside HUE, (the first production Land-Rover) and the family resemblance is astonishing.

The passing of Defender is difficult to take. It has been around for most of my adult life. There are many readers of this magazine who weren't even born when the first emerged from Solihull.

> "A rust-free Defender on an aluminium chassis with sensible fuel economy sounds too good to be true"

But it would be wrong to wear a black armband and write an eulogy. Although Defender as we know it – that glorified grown-up Meccano set bolted to a big steel chassis – is no more, it will live on longer than all of us. That vast army of amazing enthusiasts will make sure of that.

And then there is its replacement. There is a new Defender already waiting in the wings to make its debut, once a suitable period of mourning for its predecessor has elapsed.

Who knows – we may even be pleasantly surprised by the new kid on the block. A Defender on an aluminium chassis with no rust issues and sensible fuel economy sounds too good to be true to us long-suffering Defender owners.

This month's special issue reflects that. We come not to bury Defender, but to celebrate its glorious past, present and future. Turn to page 44 and join in the fun.

Happy Land Rovering!

Dave

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He's been driving living history at the Goodwood Revival



PHILIP BASHALL
Dunsfold's ex-circus centre-steer Series I is jumbo fun



ED EVANS
Land Rover has no shady emissions secrets, says Ed

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END OF AN ERA



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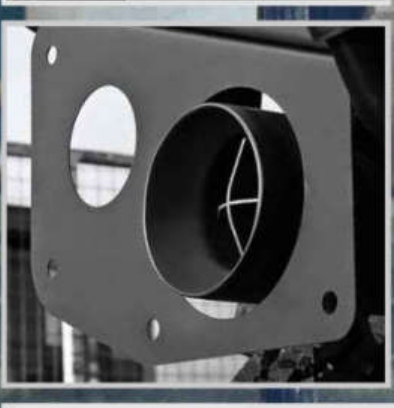
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UPFRONT

Land Rover news from around the world - compiled by Joe Diamond

DEFENDER PEDAL CAR TRIBUTE

THE MOTORING world is going greener by the day, and with Land Rover's latest car, we think they've cracked it with a new model that produces zero emissions (without cheating, as well).

Solihull's finest have created a special collector's Defender pedal car concept, ahead of a full production model that will go on sale in spring 2016.

The concept car was unveiled at Frankfurk Motor Show, with Land Rover unveiling it in tribute to 67 years of the Defender, and ahead of its final months of production.

The exclusive Defender pedal car is hand built in the UK and styled to commemorate the legacy of the first-ever pre-production Land Rover affectionately known as 'Huey', thanks to its original number plate, HUE 166.

Featuring an aluminium chassis, the concept features exquisite detail, with an individual chassis number and personalised number plate teamed with the Defender's distinctive characteristics such as a protective chequer plate, running bars and rugged off-road tyres, complete with mud-flaps.

Mechanically the car is advanced too, with pedals allowing its young clientele to go forward and backwards, while a parking brake and spring suspension give it the 'I can go anywhere' mentality of its road-going alternative.

Inside lies a working horn and rear stowage section with cover. Trimmed seats and steering wheel are accompanied by a leather finish and the same Loire Blue found on the full-scale Defender colour palette.

Jaguar Land Rover's Director of Branded and Licensed Goods Lindsay Weaver said: "This is both a wonderful collector's piece and children's toy. It demonstrates our ability to produce goods with world class quality and attention to detail that can emulate our cars."

The final production version of the Land Rover pedal car concept is expected to cost around £10,000.





NEW DISCOVERY SPORT REVEALED

LAND ROVER has taken the covers off its latest addition to its current range – the stunning new Discovery Sport HSE Dynamic Lux.

The new model was revealed at the Frankfurt Motor Show, with a number of exterior, interior and mechanical changes making it the range-topping Disco Sport currently available.

The biggest change to the latest model comes in the form of All Terrain Progress Control (ATPC). ATPC is an advanced system that enables drivers to set and maintain a steady speed between 1 mph and 19 mph in off-road conditions. In essence, it is an off-road adaptation of cruise control, allowing novice off-roaders to go off the beaten track with a degree of confidence.

Also new under the skin is Land Rover's new Active Driveline system, which allows drivers to switch between two-wheel drive and four-wheel drive.

This system means the Sport HSE can alter between the fuel-saving benefits of two-wheel drive and off-road friendly four-wheel drive.

Land Rover has also introduced magnetic adaptive dampers to the car, which allow for the suspension to stiffen or soften in relation to road conditions.

Exterior modifications include new black door and body cladding, with 20 inch black alloy wheels to suit, while the interior benefits from new colours as well as trim details.

Gerry McGovern, Land Rover Design Director and Chief Creative Officer said: "The Discovery Sport Dynamic has been created to heighten the design appeal of the Discovery Sport.

"With the launch of the Discovery Sport HSE Dynamic Lux, we are offering our customers greater choice in the look and feel of their vehicle."

The Discovery Sport HSE Dynamic Lux will go on sale this month (October), with prices starting from £46,000.

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LETTERS
PAGE 16
All your views on the Land Rover scene



BOND SPECIAL
PAGE 24
JLR Special Operations provide a line-up of Land Rovers for Spectre



LAND ROVER AIMS TO BE ZERO HERO

LAND ROVER has unveiled a series of low and zero-emission powertrain technologies.

The marque's latest innovations come from the Concept_e division of JLR, with a high performance, electric drive module (eDM), capable of producing twice the power and torque of any electric motor-generator in production today.

The eDM system was revealed alongside a series of other technologies at this year's CENEX Low Carbon Vehicle event, held at the Millbrook Proving Ground, Bedfordshire.

Concept_e is a two year £16.3m research project part-funded by the UK Government, and has helped see JLR become one of the leading UK researchers into green technology.

Dr Wolfgang Epple, Director of Research and Technology, Jaguar Land Rover, said: "This is a long-term Jaguar Land Rover research project exploring all aspects of future hybrid and battery electric vehicle technology."

Dr Epple added that the technology was being readied ahead of plans to introduce it to the JLR fleet from 2020 onwards, and as part of a £3.5 billion investment into new vehicles over the next 12 months.



RHINO CHARGE

THIS YEAR'S UK Rhino Charge race has raised over £3000 for charity, it has been confirmed.

The 2015 event, which took place at the Slindon Safari 4x4 Centre in West Sussex, in September, saw hundreds of competitors taking part.

Together they raised a total of £3325 for the Kenyan-based Rhino Ark charity.

Ian Purcell took the win for Team Tusker in his Toyota Land Cruiser this year, but green oval honours were saved by Vishal Shah, who came second for Team Crawler in his Range Rover bobtail pick-up

The Rhino Ark initiative aims to protect the wildlife and ecosystems of Kenya.

NEWS BITES

DISCO SCOOPS TOW AWARDS

DISCOVERY 4 has been named the Towcar of the Year at The Caravan Club's Towcar of the Year 2015 Awards.

The Discovery HSE Luxury took the honours, with judges praising the car for its "rock solid stability, master-class hill-start, and its electric parking brake, which holds really well and releases automatically when pulling away",

Discovery beat off 39 rival vehicles to win.

DEFENDER GOES TO THE DOGS

LAND ROVER'S manufacturing plant in Solihull has donated a Defender to the midlands-based charity Guide Dogs.

The car will be used to help blind and partially-sighted people gain mobility, along with the help of the charity's guide dogs themselves.

Over its 80-year history the charity has bred and trained over 30,000 dogs, helping to make the lives of thousands easier.

The plant already sponsors two of Guide Dogs' four-legged workers, Landy and Jag.

£10 M TRAINING CENTRE OPENS

LAND ROVER and sister company Jaguar have opened a £100 million training centre for their 80,000-strong workforce.

The academy, at Coventry, is the first of its kind in the UK automotive sector.

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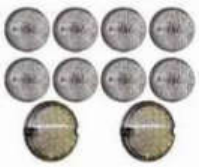


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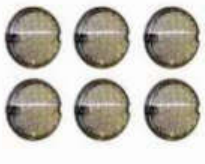
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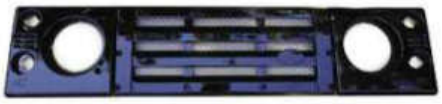
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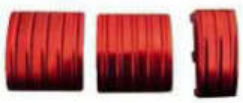
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Ian West Cartoon



"Tricky one this... they want to be first in the queue for the last Defender...."



IAN WEST

... has been driving Land Rovers for over 40 years and drawing cartoons for *LRM* since issue 2. He lives in Epping Green, Essex.

WHO WANTS DISCO SPORT?

I am somewhat bemused by the Discovery Sport, having just seen one in the flesh.

This is a rural farming country. No one wants an MPV, those are for yuppies taking their offspring 20 yards to school; here we need pick-ups, LWB or SWB, that can carry bales of hay, sheep and tow trailers across fields deep in mud. Only one product currently fits that scenario and that is ceasing production with seemingly nothing in the pipeline.

Gerry McGovern may well have designed generically shaped upmarket vehicles, but he is deluded if he thinks those designs will translate into what farmers need.

For the past ten years or more customers have been switching to double cab pick-ups such as the Hi Lux and Nissan because they can do everything a Defender can do, in more comfort and considerably cheaper. Apart from market day, it is now quite rare to see Defenders, although you do see the old Range Rover (Classic or P38), a few older Discos and even an odd Range Rover Sport.

Why is there this move to seven seats? Who needs them? Surely the weight saving and extra space is much more useful, plus it means with five seats you can actually get some luggage in the back – or in my case a very large dog. To me, the Freelander 2 was, and will remain, a far more useful, better-designed vehicle of the genre and will outlast Discovery Sport. I wouldn't swap one for my Defender though!

Paul Bramley, Northumberland

Like yourself I am a huge fan of traditional Land Rovers. However, I tested a Discovery Sport last winter in Iceland and I have never driven a better vehicle in snow and ice. As for the seven seats, they fold flat to create a very roomy and useful van – Ed.



WORK OF ART

Having been without a Land Rover for the last few years I eventually got back in the driving seat of one when I purchased a 2005 Defender 110 Td5 at the end of July.

It was a company-owned vehicle that had lots of dents and scrapes, but it was looked after mechanically and serviced regularly.

Since I got it, I have changed it from a hard top to a pick-up, given it a good clean inside and out, serviced it and took care of a few minor things to get it through a CVRT test (Irish equivalent of the MoT test).

The most important job it has had to do so far was to transport our local Under-12 girls' football team around my local village after they won the county championship.

I was helping to coach them this year so when they got into the final the Landy was called into action to act as the team bus.



The evening before the final we got the girls together and they painted the Landy in our local team colours, they all had a great time and I think that I now have another 19 Land Rover fans who will grow up with a great memory of their time travelling around their village in a Land Rover.

Paul Cullen
Ireland

That's certainly a unique makeover, Paul – Ed.



NORFOLK GARAGE GONE MISSING?

Help! I could not find Richard Hall's Norfolk Garage in the September issue of *LRM*. It is the first article I turn to when I receive my *LRM* every month, so I hope it will continue.

Arne
Norway

Apologies to all the worried readers who phoned or wrote in because Norfolk Garage was missing from the September issue. This was because Richard Hall was busy moving the Norfolk Garage to new premises. Normal service has now been resumed – Ed.

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WHY I'M SO PROUD OF MY DEFENDER

I have an Epsom Green Defender 300Tdi County Station Wagon which I purchased back in January 1995 from Lancaster Land Rovers when they were based at Pangbourne, Berkshire.

At the time it was approximately three months old and fitted with alloy wheels, which were quite rare on Defenders back in those days.

I soon had the middle seat changed for a cubby box and replaced the steps with side runners. As a farmer I used to bend the steps too easily on earlier models I'd owned.

I have replaced the original turbo and alternator this year and it is on its third gearbox, as it has done quite a lot of towing over the years.

Other than that the engine has never been touched and she has now done 165,000 miles.

It has always been properly serviced and the engine doesn't require any oil top-ups in between.

I also have a 2003 Discovery Td5 ES, whilst in the past I have owned another Defender, as well as four other Discovery Tdis.

CC Meatyard
Barnstaple, Devon

Your experience amply demonstrates that a Tdi engine properly serviced and looked after will perform reliably and leak-free for a very long time, which is why we love them so much – Ed.



GREEN IS THE COLOUR

I once asked [Series I engineer] Arthur Godard about the source of the original light green paint used on the first 80-inch Series Is. He told me that contrary to popular belief, it had nothing to do with Rover having a load of war surplus paint to use up. In fact Rover went to the paint company Berger and asked for that colour.

It is believed that the original colour green was selected by Jane Wilks, the wife of Land Rover's managing director, Spencer Wilks. She suggested that a vehicle designed for the countryside should be painted in the colour that had been selected for the farm buildings constructed after the war.

Everything was done for a reason and cost was most important – painting Land Rovers in one colour reduced complexity. The odd red fire vehicles were painted at cost.

Light Green changed to Dark Green when the British MoD placed their order and said that was the colour they wanted. So, again to avoid complexity, Rover then painted subsequent 80-inch Land Rovers in that colour .

Roger Crathorne
Lymington, Hampshire

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Your Pictures

UPFRONT

Compiled by: Joe Diamond



Charlie Kelly loves greenlaning in his Defender 90 in Wales, where he finds unusual places to park



Charlotte Brooke insisted on her father's Defender as her preferred mode of transport for the school leaver's prom



Another great line-up photo from the Sabah Land Rover Club in Sabah, Malaysia



Every summer, Simon Taylor and his family take his Rover to Calalzo di Cadore in the Italian Dolomitesh. You can see why



Spotted at the German Land Rover Club 40th Anniversary parade by Phillip Pearce-Smith. What a beast! (The car, not Phillip)



Craig Barclay from Glasgow used his reliable Discovery 2 on a recent camping trip to Glen Nevis

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SEND US YOUR SHOTS

Let us know what you've been up to – email patrick@lrm.co.uk



Jim Neate exploring the Raiders Road in the Galloway National Park in his 1998 Defender 110



Camping along La Semoise in Chassepierre, Belgium, in a V8 One Ten can be fun, as Michèle de Smet found out



Chris Mitchell spotted this laden Series III outside the Lidl store in Manilva, Andalusia, Spain. We wonder what he bought?



Matt Albanus from Malaysia has it all: the Land Rover, the girl, the dog and the perfect beach setting



Despite the fact that his Discovery was fully loaded with four bikes and a caravan in tow, Phil Scott managed an impressive 23mpg



Andy Wood and his son Sam harvesting. His Dad had a Series IIA and the same plate has been transferred to his Defender 90



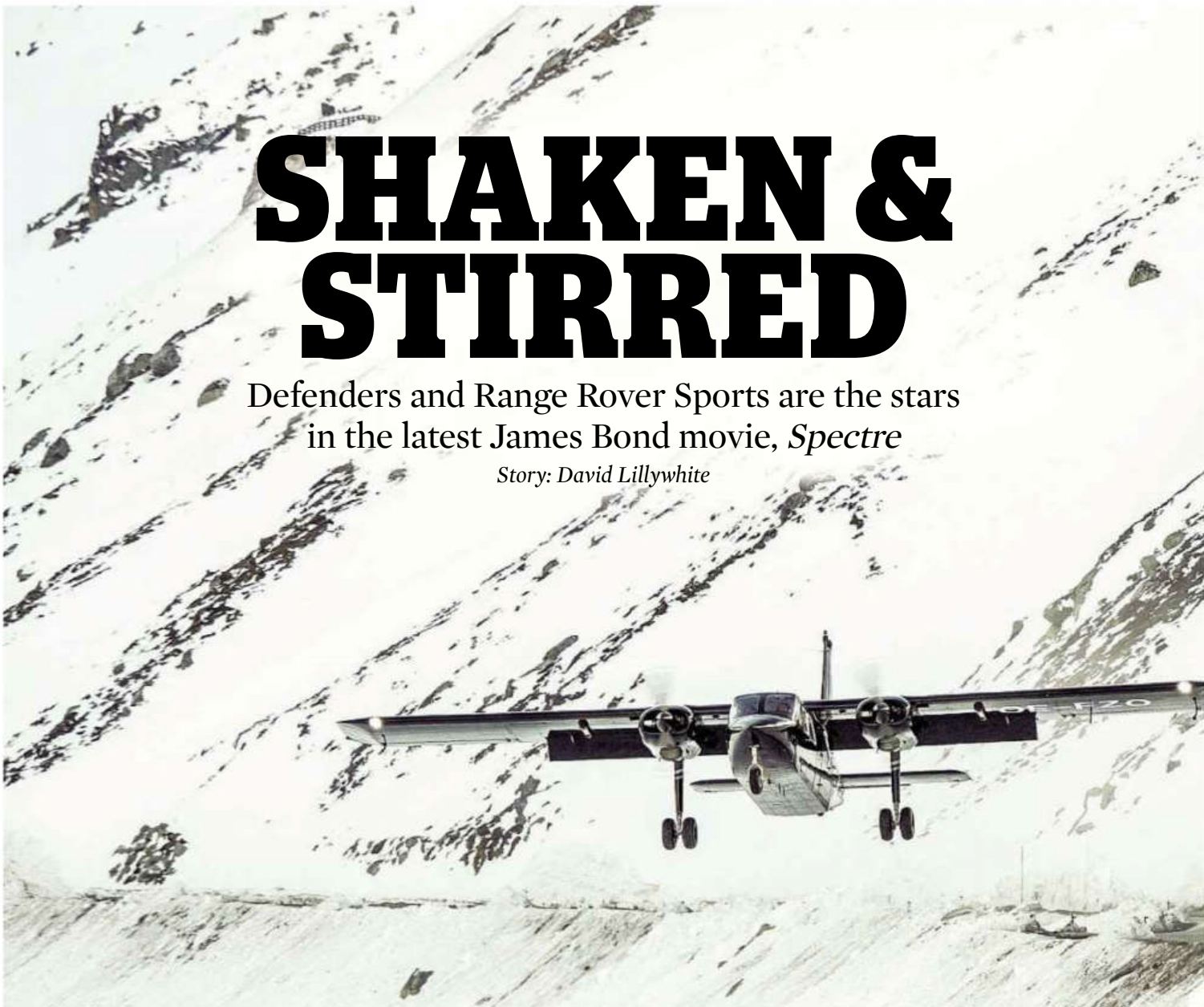
While approaching the capital city of Niamey, in Niger, Gerard Daminet spotted these two giraffes from his 1994 Discovery

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SHAKEN & STIRRED

Defenders and Range Rover Sports are the stars in the latest James Bond movie, *Spectre*

Story: David Lillywhite



How many Land Rovers does it take to make a Bond film? Well, in the case of *Spectre*, due to be released on October 26, it took ten Defenders and seven Range Rover Sport SVRs, plus five full-time staff to look after them and no fewer than seven container-loads of spares.

In *Spectre*, the bad guys drive an SVR and two Defenders in formation, through a snow-ridden forest and down twisty, icy Alpine passes. They chase down a light plane, which eventually crashes through a building and into one of the Defenders, and get attacked by a helicopter gunship.

The driving will have you on the edge of your seats, and it's reassuring – but daunting – to know that all the stunts are real, without the use of CGI. It was so real that all ten Defenders and seven SVRs were extremely badly damaged, to the point that several are now unusable, despite extensive repairs.

All the Land Rover filming took place in Austria, with rehearsals throughout November and December 2014, and filming from January 4 until mid-February this year. The Land Rover team turned up on site, high in the Austrian Alps, with the vehicles already prepared to the specifications requested by production company EON and the stunt team. The Defenders were black, fitted with oversize wheels, roof racks and powerful light bars, and other than roof-mounted LED light bars the SVRs were standard in appearance. All vehicles were fitted with roll cages, hydraulic handbrakes, plumbed-in fire extinguisher systems and internal and external electric cut-outs. The SVRs had to be extensively reprogrammed to enable their traction and safety systems to be overridden.

One of the most challenging scenes was to chase James Bond's plane through the Alps. The plane's stall speed was 50 mph, but the pass was narrow and slippery, with sheer drops to one side. None of the stunt drivers had driven Land Rovers before, and the Defenders were unusually difficult to drive due to their oversize wheels, but they careered down the mountain pass over and over again at 50 mph-plus without incident.

For the scene in which the plane hits the Defender, two of the ten vehicles were stripped out and fitted with cannons, which were used to propel the vehicles forwards and over, before they were set alight. One of those Defenders ended up badly twisted but it's since been repaired.

In another stunt, an SVR crashes upside down into a Defender, and its passenger goes through the windscreen. Four takes were needed to get this right, the vehicles having to be repaired overnight between takes. Entire front ends were needed, and in the final take (with the SVR driven by former Stig, Ben Collins) the impact was hard enough to push the fan into the radiator and bend the chassis rails.

And what happens to the vehicles now? They're back at Land Rover Special Vehicle Ops, but one of each will go to the Bond in Motion exhibition and some sold off. Three of the Defenders had previously been used in Skyfall, so they'll be especially sought after. One of the SVRs (R4) has been left in its crashed state. Whatever happens, you'll probably be seeing a few of them again.



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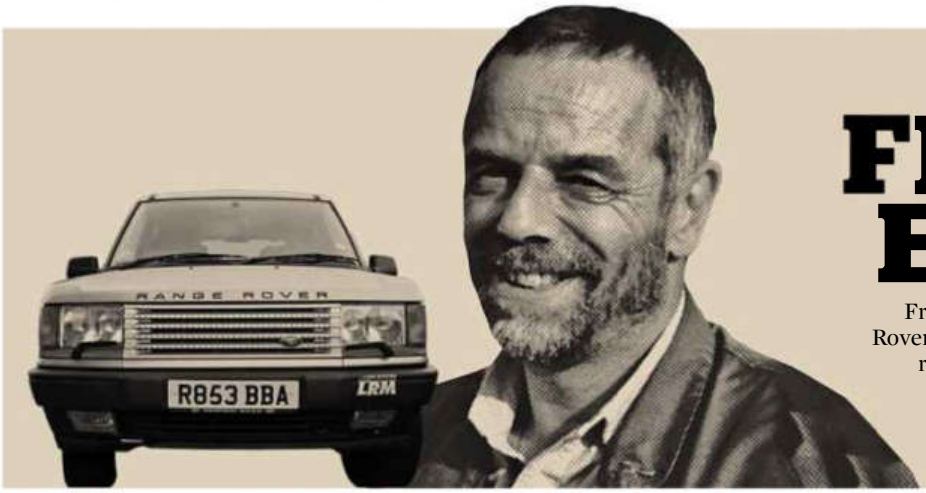
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FRANK ELSON

Frank has been involved with Land Rovers for more years than he cares to remember. These days he drives a P38 Range Rover.

More show business

Last month I left you halfway through our Billing 2015 adventure so without any more ado...

David and Chris Pickles are old Billing pals – known to that select group of people who have replaced the Range Rover Classic upper tailgate with David's design made from alli. It came as a bit of a shock, therefore to find them on The Paintman stand and to discover that they've sold the tailgate business and bought this after the last bloke wanted to retire.

All the kit you need for painting your Land Rover with proper paint in the proper manner – and they're a right nice couple, too. They have a range of Series body panels as well.

There are a lot of nice people involved in Land Rovers aren't there... my beloved Marjorie has never been what you would call shy so when she heard someone speaking she turned round and asked which part of Lancashire he was from? Turned out it was Stephen Coates who with wife Kath, daughter Emily and partner James Bolland, were running the Optimill Race Products stand. So, while Marjorie and Kath talked about both growing up in Burnley, I looked at the stuff they make. Proper engineered door hinges, vent covers and the like, with some more, so far secret, to follow soon. Seems like a good way of customising your motor whilst at the same time improving the quality to me.

I told you last month that arena compere Diana Tigwell, the voice of Billing, had given me a job for the weekend which was to be an Ambassador for the show.

That involved me placing a handful of Certificates of Merit on the windscreen of any vehicles I saw that stood out in particular. I've just gone through my notes carefully, reading every scribble again and again, and managed to decipher 'Cert... Ser 2 John Stokes'. Now, that leads me to think that I gave one of my Certificates of Merit to a Series II owned by a John Stokes, but I'm jiggered if I can recall the actual vehicle... perhaps old age is finally getting the best of me, but it's not often that I forget a vehicle in that way. Worrying.

I also mentioned an old friend, Franc Buxton, who has shoehorned a Range Rover Sport engine into his Range Rover Classic. Now, friend or not, this is, to me, one of the most impressive Classics I have ever come across – and I believe it deserved a Certificate of Merit, so I gave him one for his vehicle.

A few years ago Marj and I found ourselves staying in the same B&B as Roy Morris, who you all know at the shows for selling his really clever demister mod for Defenders. We get on well and always have a chat with him at the shows. As you might expect he sells a lot more when it's raining and/or cold than on nice sunny summer days.

I also find, from my notes, that I had a conversation with David Bowyer that resulted in my making a note of 3-in-1 oil, but I can't remember why. I know that I am always telling people that 3-in-1 is better for lubricating things than WD40 so I guess that would have been something to do with it. You do all know that WD40 is not a lubricant, don't you ?

Many years ago someone gave me a couple of rubber items that hold heavy items really securely, and without rattles. These have been very useful – they held a spade and pick in PKV, my 110, then supported a high-lift jack. I removed them from PKV and hadn't got round to fitting them in TAZ, my last Classic, before we moved. Now I know they are somewhere in the new garage at Elson Towers 2 and one day I will find them again.

"3-in-1 oil is better for lubricating things than WD40. You do know that WD40 is not a lubricant, don't you?"

So, there we were walking through the showground when I spotted a stand selling Quick Fist Clamps. At last someone is seriously marketing these very useful bits of kit. Look out for them, you will find a use or seven, I guarantee.

Over the years Billing has changed, from the days when it was part of our family holiday, when it was actually quite a hard job of work for me, to the present day when it is, well, as it has always been, Billing. See you next year!

A couple of months ago I asked you lot if anyone could help me get hold of the genuine numbers and letters for the rear of my P38. Since then I have tried a couple of dealers to find that the ones I want, 4.6 HSE, are not available in Basalt (black to you and me) although they are available in silver – which would look silly on my gold coloured car.

This is starting to annoy me now...



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Of course, that is not realistic for everyone and for those that typically do short distances – such as the school run or even driving at low speed, for example greenlaning – it could be a contributory factor to partial blockage of the filter.

This is not ideal – replacing a filter can cost hundreds if not thousands of pounds to replace. Like most filters, a DPF should be cleaned regularly to prevent it from becoming clogged. If this isn't done routinely, a warning message will appear on the dash, such as 'Restricted Performance' and the car may go into 'limp home' mode.

By simply pouring in a bottle of STP Diesel Particulate Filter Cleaner into a full tank of fuel (treats 50 to 60 litres), it will help to clean and protect your DPF, as well as restore lost power and acceleration – a key sign of a blocked filter – and reduce exhaust emissions. It works on all passenger diesel engines with a standard built-in or retro-fitted DPF, apart from heavy-duty trucks with continuously regenerating traps.

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DAVE PHILLIPS

Land Rover writer and enthusiast Dave has experienced all aspects of the Land Rover scene in every corner of the world

Rage at the machines

Some folk look back through rose-tinted specs and say their schooldays were the best days of their lives. To that I can only surmise that their social life must have been pretty ropey. I saw time spent in the classroom as time wasted when I could have been outdoors, doing something much more interesting.

That may have had something to do with where I went to school. In the Norfolk backwater where I grew up in the 1960s, education wasn't taken too seriously – least of all by the headmaster of my village primary school. He wasn't too bothered about pushing us academically. He reckoned that most boys would end up working on the local farms, just as their fathers and grandfathers had before them. The girls would get married and be housewives. That's the way the world was supposed to work, back then.

Perhaps it was because everybody had such a lousy education that nobody was clever enough to see what was coming. Yet the writing on the wall was clearer than the chalked graffiti on the walls of the school's outside toilets. There were already fewer jobs on the land.

> "Because everybody had such a lousy education nobody was clever enough to see what was coming"

Throughout the post-war years, tractors, combine harvesters – and of course Land Rovers – were all replacing manpower. Farms that once employed a dozen or more men, now had five or six. And even those were living on borrowed time. Only one my classmates from primary school now works on the land. Andy drives farm machinery worth hundreds of thousands of pounds. But he doesn't enjoy any banter with his workmates, because there aren't any. It's just him and the machines.

That's progress, I can hear you say. But I'm not so sure. Is it a good thing that machines are taking over?

I've written before about my bemusement regarding driverless cars. Vehicles that drive themselves are the darlings of the automotive world, with manufacturers pouring countless millions into developing the concept.

Did you know there is an entire fake city in Michigan, USA, that has been built for the sole purpose of testing driverless cars? It's called Mcity and it covers 32 acres. It cost $10 million to create and is funded by companies including Nissan, Toyota, Ford, GM and Honda.

Supporters of driverless cars claim they are safer because there are no humans to get distracted or make poor decisions. But the same could be said for most areas of life.

Swimming accidents (and shark attacks) would be consigned to history if we stopped jumping in the sea. But we still do it, because we enjoy it. The same applies to driving. Despite the hassle of driving on Britain's overcrowded and underfunded road system, we still enjoy it. We love our cars and the fun of driving them.

Have you ever heard anyone say they'd love to own a driverless car? No, nor have I. The truth is, the vast majority of folk don't want them.

Driverless? Joyless, more like.

■ If we shrug our shoulders and concede that progress is inevitable, then logically machines will eventually replace every area of human activity. Which begs the question: what are we going to do once we're all made redundant?

The final step along the road to the end of life as we know it is artificial intelligence. Those who know about such stuff reckon that computers will be more than mere automatons in a decade or two. But the danger of artificial intelligence is that machines will soon be calling the shots.

Now I like the idea of clever robots marching on Westminster and replacing the dim politicians we're saddled with. The only losers there would be the tabloid newspapers. Without politicians there would be no juicy scandals left for them to write about. Sounds too good to be true – and of course it is. Once we allow machines to reason and make their own decisions, they'll quickly realise just how useless humans are – and finish us off for good.

■ Returning to my original theme (1960s education), I'm not impressed by modern schooling, either, because it rewards the kids with the best memories. Brightness doesn't come into it.

Our educational system is based on the cold ability to cram – retain and recall facts. A bit like a machine.

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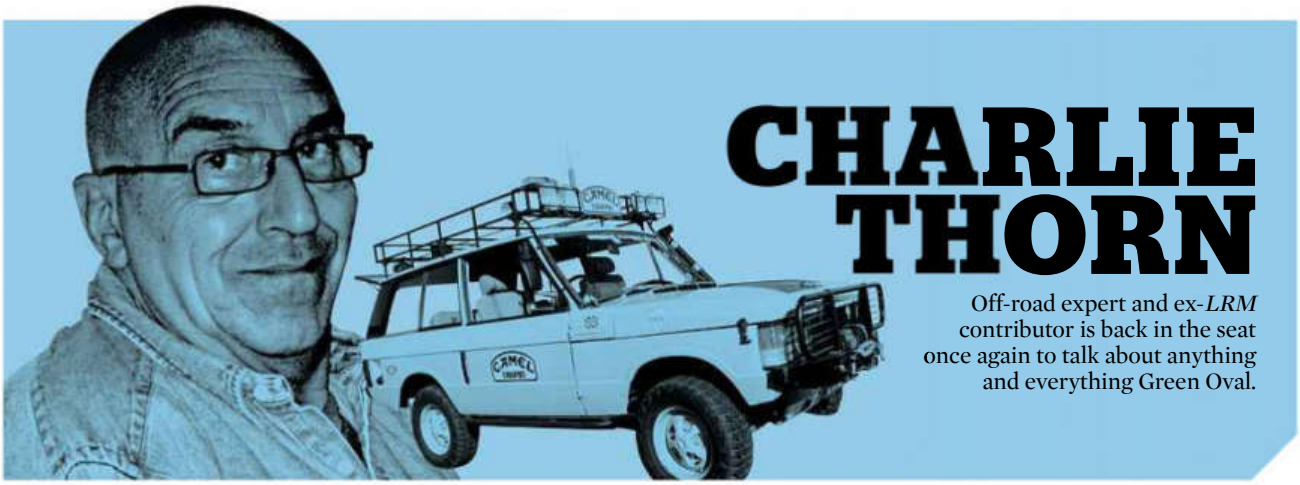
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CHARLIE THORN

Off-road expert and ex-*LRM* contributor is back in the seat once again to talk about anything and everything Green Oval.

What's in a name?

Do enthusiasts of other car makes also give their car names like so many of us Land Rover owners do? It seems to me that it's very common within the Land Rover movement. Looking back at the Land Rovers I've owned over the years, their names do tell an interesting story.

My first was a Range Rover Classic and it was named Doc because of its DKL reg plate. Then came Naddy my off-roader with its NAD reg plate. Are we silly or what?

Doc was replaced with another Classic four-door, which I called Jim because of its JIW reg plate. Some of my so-called friends called it the ringer, as it was on a 1973 chassis, the body panels were all odd, it had alloy wheels, a 300Tdi engine and all the other bells and whistles that I added. I built it at a breaker's yard and dread to think where all the bits came from.

The chap I bought it from threw in his dog as part of the deal. Dave, the Jack Russell, became my constant companion for a number of years after that.

It was around this time that I came into some money and so I purchased a new 1.8 petrol Freelander with a reg plate that read S4 HDP. Mrs Thorn and I weren't married back then and at the time her initials were HDP. I was still a romantic back then – how times have changed!

> "The chap I bought it from threw in his dog, a Jack Russell called Dave, as part of the deal"

Unlike Mrs Thorn, the Freelander did not hang about forever and we eventually swapped it for a lovely gold Td5 Discovery.

Next up was one of the best Land Rovers I've ever owned. It was a Td5 Defender 110 double cab pick-up; we named it the Dog's Kennel, because Dave loved it so much. In fact, we couldn't get the little devil out of it.

I then brought my two-door Range Rover Classic back to life. It was called Charlie Thorn's Vehicle because of the CTV reg plate. It was an early model and to this day I regret selling it.

Moving on a bit, I built a bobtailed four-door Range Rover we called Conker because if its CKR reg plate. Some of you might remember it, as it was featured in this magazine a few years back.

Next up was Dexy, my bobtailed Discovery with the DEX reg plate. The girls in the *LRM* office told me that whenever I rang up they couldn't get Dexys Midnight Runners song *Come on Eileen* out of their minds. Apparently they all used to sing it after I hung up the phone.

My last full build to be featured within the pages of *LRM* pages was my Ninety king cab, called Rivets. Why Rivets? Because by cutting the van back and shortening it I had to put so many blind rivets into it.

It's not just me that's losing my marbles with this name game. I asked some of the *LRM* marshals team if they too name their Land Rovers. Jason Clements has Ozzy the Discovery. Guess where it comes from? Australia.

Gary Ford calls his Bessy for no particular reason though whenever it loses traction he says: "Get up there Bessy".

Gail and Ben Parfitt call theirs Bot, which is what the reg plate (BOT) reads. Gail explains: "Talking about Ben's BOT has got me into trouble a few times – especially when people were asking about our wedding, and I would tell them we were going to be arriving in Ben's BOT".

Andrew Beynon's Classic Range Rover off-roader runs on V8 carbs, but like so many petrol-engined Land Rovers it is hopeless anywhere near water so he named it Duck.

His LSE (with LSE reg plate) is called Elsie, but when it plays up it quickly becomes Cowbag.

Willie Henderson is as batty as me because he's had a Series III LWB nicknamed the Yellow Banana... you guessed right, it was painted yellow. The trouble was, he then decided to repaint it green. So, what did he do? He renamed it Unripe Banana, of course, which it remains to this day.

Willie also had a Range Rover, once called Williestickit – don't ask – and later on, another Classic that he called HMS Solihull as it was battleship grey.

Some might call all this naming of Land Rovers sad, but I prefer Andrew Marchant's take on it all: "I don't normally name cars as it implies an emotional attachment; this makes it hard to pass them on.

"The previous owner of my Defender 90 had named it Joey after the horse in the film and stage play *War Horse*. I did not have the heart to change it."

Does your Land Rover have an interesting name? Why not mail us and tell us about it?



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LIFT PUMP WOES

DEFENDER CONUNDRUM

A chap turned up at the workshop with a Defender 300Tdi Station Wagon, which he had very recently purchased and was planning to take on a trip to the south of France. The vehicle came with a list of jobs which needed doing – a bit of welding, new brake pads, a couple of electrical niggles and a tendency to misfire and smoke when cold. As it happened I was temporarily short of space, and as I had the vehicle for a month I decided to drive it over to the new workshop and store it there. Only a ten mile trip, but by the time I had got there the list of items requiring attention had grown alarmingly.

There was so much backlash in the drivetrain that you could let out the clutch, get out, walk round the vehicle and get back in again before it started moving. It wandered all over the road, had a very nasty steering shimmy on bumps, and was slower than a 300Tdi should have been. There was an unpleasant droning noise on corners as well. It was, in short, just about the worst example of a Defender that I have ever driven. I ended up changing the steering swivels, front and rear halfshafts and drive flanges, six out of eight wheel bearings, two propshaft joints and the rear suspension arm bushes, resetting the tracking and finally sorting out the tyre pressures, which were all over the place. Someone had at least tried to do something about the backlash: the rear drive flanges had been welded to the halfshafts. Unsurprisingly the welds had broken.

The misfire was traced to a faulty lift pump. These quite often fail on Tdi engines: usually the link between the operating arm and the diaphragm snaps. The injection pump provides just enough suction to keep the engine running, until you come to a steep hill. But this one was different: on removing the pump (which looked almost new) I found that the operating arm had snapped off and was sitting in the recess in the block. Strange, I thought. I unboxed a new pump (which looked of identical manufacture to the broken one) went to bolt it up and found that it would not fit. The operating arm was too long. I tried another pump and had the same problem. I had an old pump lying around, taken from a running engine: that wouldn't fit either.

In the end I found a plastic spacer block (normally used when fitting a late-type pump to an early 2.5 diesel) and fitted it between the pump and engine block, at which point normal operation and full power were restored although the pump arm was operating at the outer limit of its travel. The spacer block was 9 mm thick, and 4 mm would perhaps have been better. But it worked, so I left it alone. And at that point I started worrying. I had the previous week fitted one of these pumps to another 300Tdi Defender 90: if the pumps I had were incorrectly dimensioned (as seemed likely), had that one broken its operating arm as well? Seeing as the vehicle was by now on its way to Spain, I had no way to find out. Anyway, the owner of the Station Wagon came to collect his vehicle, and rang me later that day to tell me that he couldn't believe how well it drove. So a happy ending there, but the pump mystery remained.

> "How can a lift pump fit one 300Tdi engine but not another?"

Two weeks later the Defender 90 was back in the workshop for minor attention: the bypass hose had split somewhere in northern France and the resultant coolant leak has trashed the serpentine drive belt. So, I cleaned all the shredded belt debris out of the grooves in the pulleys (these belts self-destruct pretty quickly once they start slipping) and decided to take a look at the lift pump. The arm was intact with no sign of it having been bent or damaged. I compared the pump with the others, and the dimensions were identical. How can a lift pump can fit one 300Tdi engine, but not another?

The only thing I can think of is that the pump mounting on the first engine (a recently reconditioned unit) had been damaged in some way, and the block reclaimed during the reconditioning process by machining several millimetres off the mounting face. Either way, the operating arm ended up too close to the camshaft lobe at its high point: if the pump was fitted with the cam lobe facing away from the aperture the pump would have bolted on quite happily, but broken the arm the first time the engine was started.



ITALIAN JOB

TRAVELLING ROVER

ONE OF the jobs that absolutely had to be done before I started to move the Norfolk Garage to new premises was to finish reassembling a 1971 Series IIA 109 inch hard top. I decided several years ago to stop offering chassis-up rebuilds, but I still occasionally find myself being talked into doing one, usually because the vehicle is one which I find interesting.

This particular Series IIA had been in the same family from new and had led a full and active life: the chassis and bulkhead were rotten, ditto the axles, the engine (2.25 diesel) had not run for about ten years and even the floor in the rear body tub was full of holes.

This kind of restoration never makes any economic sense either for me (I always seem to end up discounting the labour rate by about 75 per cent to finish the job within budget) or the owner, who would be lucky to get back even half the cost of the rebuild if he was to try selling the finished vehicle.

But a vehicle like this is not so much an old Land Rover as a much-loved family pet. With a new galvanised chassis, restored bulkhead, rebuilt engine and gearbox, and just about every mechanical component either rebuilt or replaced, this particular Land Rover should now remain part of the family forever.

One thing that intrigued me about it was that the interior was plastered with stickers from various European cities – Amsterdam, Rome, Geneva and others.

I asked the owner and he confirmed that back in the 1970s this Land Rover had indeed travelled all over Europe – presumably very slowly, with a two-and-a-quarter diesel engine dragging nearly two



tons of fully-laden Land Rover across the Alpine mountain passes.

There was even a sticker for the 1972 Munich Olympics – infamous for the terrorist massacre of 11 Israeli athletes and a German policeman.

My brief was to change the appearance of the vehicle as little as possible, so it went back to its owner with all the stickers still intact, apart from a couple on the rotten door tops which I was unable to salvage. You can't buy that kind of history.

Freshly-rebuilt Series Land Rovers are usually a joy to drive, and this was no exception – smooth, quiet, easy to steer and (with the correct pattern rear springs, rather than the much cheaper heavy duty items that many people fit) smooth-riding as well.

It sailed through the MoT with just about the best brake test readings I have seen on a drum-braked Land Rover.

To be honest I was sorry to see it go: I would have liked to drive it a bit more first, just for fun (and how often can you say that of a 109 diesel?), but sadly the owner was keen to have it back.

LOW EMISSIONS ZONE



I HAD a very intriguing vehicle in the workshop the other week. It was an ex-military diesel Ninety, whose owner lives inside the London Low Emissions Zone (LEZ). Most pre-2005 diesel Land Rovers (except Station Wagons) are effectively banned from inside the M25, with a £100 per day charge for anyone foolish enough to venture inside the LEZ. But this one had been fitted with a diesel particulate filter in place of the centre silencer box, with a box of electronic tricks and a tank of fluid to make it regenerate(burn off all the accumulated soot) on long journeys. This is the first one of these I have seen on an old diesel Land Rover; it cost around £1500 to have fitted and requires annual inspection and certification. It is well worth thinking about if you live inside the LEZ and hanker after an old Tdi-engined Defender. With diesel emissions very much in the news at the moment I suspect other cities will follow London's lead: at least on a Defender there is plenty of room underneath to fit the hardware.



RICHARDS HALL'S TRADE TIP: REPLACE THAT FLAP SPRING

IF YOU own and maintain a Series Land Rover and ever find yourself in the position where you need to remove the floors and transmission tunnel for any reason, you can do yourself a big favour and replace the springs on the hinged flap that stops reverse gear being selected accidentally.

With the passing of time – inevitable on a vehicle built more than 30 years ago – these springs quite often break at the ends, leaving you with a vehicle on which it is just as easy to select reverse as first. This can be embarrassing at traffic lights...

The springs are most easily replaced by undoing the two bolts which hold the flap assembly to the selector fork: it is possible to replace them without doing so, but you will need strong needle-nose pliers and a lot of patience.



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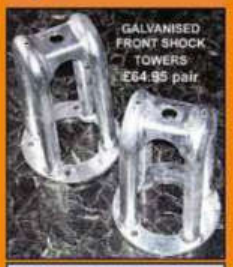
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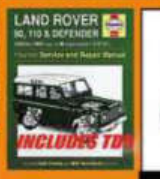
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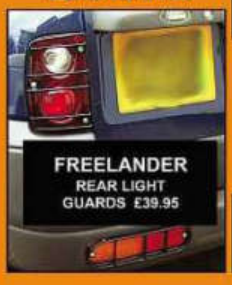
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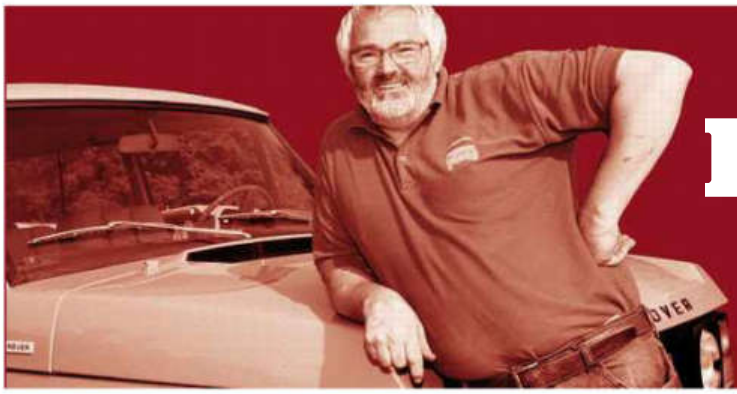
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Dunsfold Diaries

By Philip Bashall



THE ELEPHANT MAN

Philip Bashall recalls one of his more challenging restorations – the Bertram Mills Circus Series I

Among the many rare Land Rovers we have in the Dunsfold Collection, the most popular with young and old alike is our bright yellow Bertram Mills Circus Series I, which appears to be driven by… an elephant. It was a star turn during the celebratory parade of Land Rovers at the recent Goodwood Revival, where it entertained the crowd by bringing up the rear and veering all over the track as the elephant tried to steer it in vaguely the right direction.

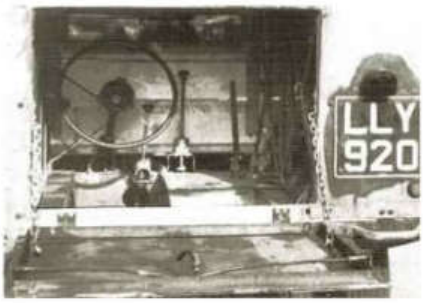
Today's elephant is a glassfibre model and the (human) driver is concealed beneath the rear bodywork, peering out between the elephant's legs – but from 1959 until the mid-1960s a real elephant called Kam was the supposed driver. Kam had previously 'driven' a converted Willys Jeep when she was younger and the Land Rover was bought for her when she outgrew the Jeep. After the circus closed in 1967, Kam went on to enjoy retirement in South America until the 1980s and therefore lasted a lot longer than the Land Rover, which languished derelict in an Essex hedge long before I spotted it on eBay in 2010.

Chassis 16100371 was built as an 80in hardtop, painted Bronze Green, registered LLY 920 and despatched in October 1950 to Rover's workshops in Segrave Road, London, where it may have been used as a service vehicle. Nine years later it passed from Segrave Road to the circus's headquarters in Ascot for conversion to its elephant-carrying role, which I think was done by the Godfrey Davis company. The conversion involved stretching the chassis by three feet and rebodying the vehicle in steel sheet, to make it big and strong enough for Kam to climb aboard and half-sit on the rear body while apparently steering the vehicle with her trunk. The steering wheel was a dummy, of course, possibly from a Hillman Husky, and the actual steering was by a long column passing under the floorboards to the driver in the rear compartment.

In the 1950s, circuses were still hugely popular in the UK and Bertram Mills always put on a winter show at Olympia, which was regularly attended by the Royal Family. If you search YouTube for 'Circus Is Royal Fun' you'll find a British Pathé short of the 1959 Olympia show, with Princess Margaret watching Kam perform her routine with LLY 920. However, the massive growth in television caused circus audiences to decline and Bertram Mills went out of business in 1967. LLY was sold in about 1964 to Roberts Circus, where it was repainted in red with silver wheels and survived a few more years before falling into disrepair.

When I bought LLY, it was in a terrible state. Previous owners had cut off much of the bodywork and the chassis was totally rotten. What these owners hadn't realised – or realised too late – was that LLY was quite heavily modified with Rover saloon car parts in 1959. It had to be converted to left-hand drive, because the driver's feet would otherwise have hung down where the rear propshaft was, and all the controls were positioned much further back. So the steering box and column were from a Rover P2 or P3 saloon (they were missing when I bought LLY), the gearchange was also from a Rover car, and the steering

Facing page and clockwise below:
Amusing the crowds at the Goodwood Revival; from top left, the Series I under conversion, derelict in later years, as found in 2010, and with Kam the elephant











"Life was grim for the driver – the elephant would pee all over him"

linkage was altered to suit the left-hand-drive conversion.

Apart from the extended chassis, the axles and suspension were standard Series I, but with the addition of twin coil-spring assisters to the rear leaves, and reinforced bump stops at the front. The locators for the rear coils are actually the aluminium crowns from large pistons! While the front of the bodywork is basically stock, the rear is made up from 2x2-inch box-section steel, strong enough to support two tons of elephant. Kam would climb aboard using the side steps, which were reinforced by steel brackets running the width of the vehicle – in that old Pathé newsreel you can see how the whole thing tips sideways as she puts a foot on the step.

Life was pretty grim for the driver, crouched inside the rear body on a shaped metal tray that dipped down between the axle and rear crossmember, while slowly being gassed by the vehicle's exhaust. Until a steel plate was fitted under the floorboards above his head, it was even less fun, because Kam would pee all over him! Amazingly, I was able to speak with the actual driver and he recalled having to wear a Sou'wester yellow hat, oilskin cape and scarf wrapped closely around his neck for protection. When the steel plate was added, it at least deflected most of the flow to either side of the vehicle.

Of course, there's no sideways or rearwards vision from inside, and the driver can only look forwards at the 11 o'clock and one o'clock positions because the elephant's legs are directly in front of him. That's why there's a small black dome at the front of the bonnet containing red and green lights, which would be controlled by the elephant handler walking alongside the Land Rover and operating switches on the bulkhead. I'm pretty sure these were to tell the driver when to go and when to stop.

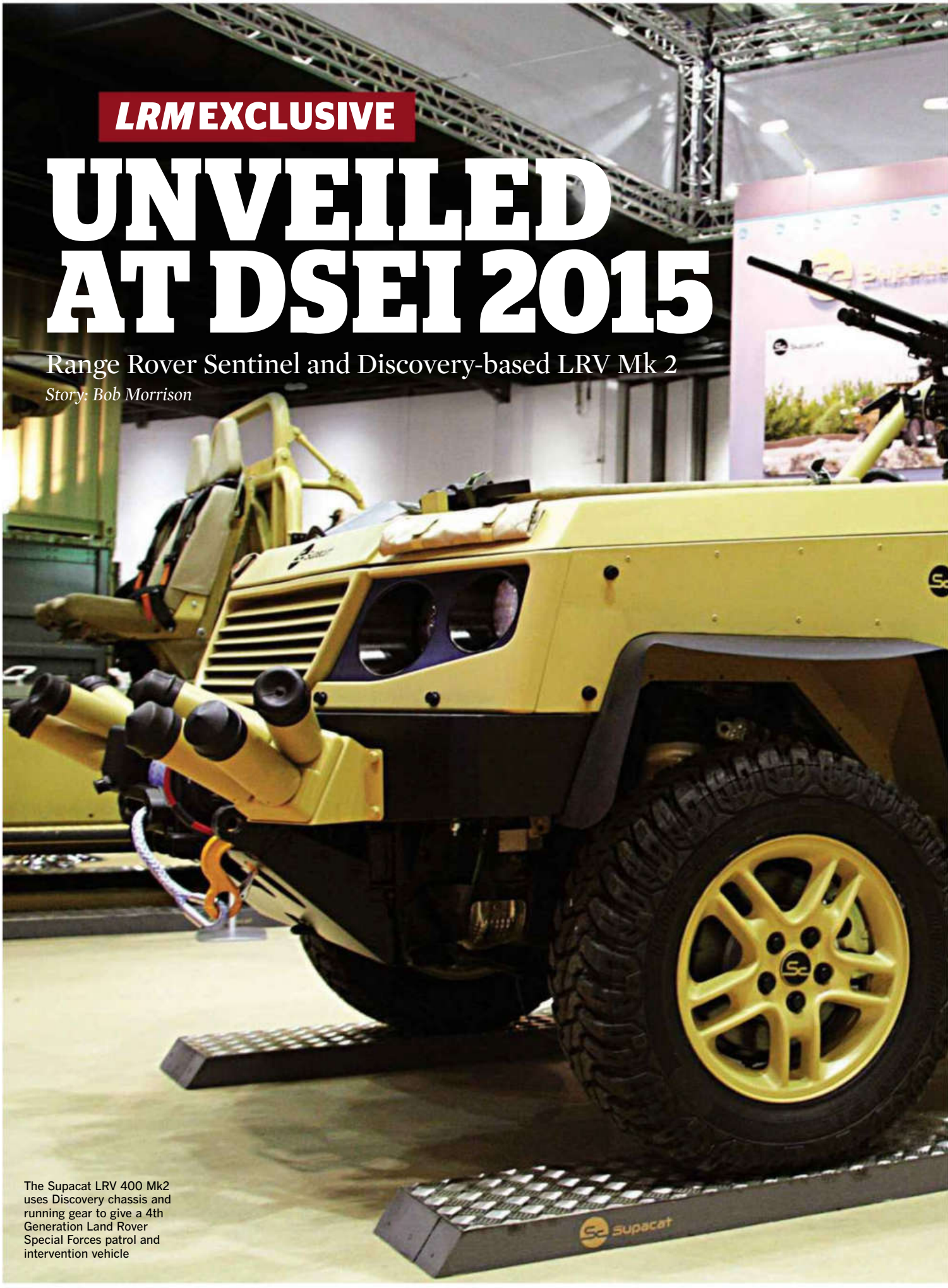
Until Goodwood Revival, the furthest I'd ever had to drive LLY was out of the workshop and onto a transporter. Because there would be lots of other Land Rovers on the circuit at the same time, for safety's sake I insisted on bringing up the rear of the parade – it's impossible to see anything behind you and I hate to think what would happen in the event of a rear-end shunt or, God forbid, a fire. Before the parade I loosened the wooden boards in front, so that in a worst-case scenario I could kick them out and have a chance of escaping.

Fortunately, it all went to plan and the crowd loved seeing LLY trundling round the track and weaving from side to side – after all, an elephant wouldn't know how to drive, would it? Despite the odd seating position, LLY handles much like a normal Series I and is very manoeuvrable, although for space reasons there's a hand throttle instead of an accelerator pedal. LLY was built with extensions for the handbrake and even for the high-low transfer lever – though heaven knows why, for it would have made more sense to leave the 'box permanently in low range and not bother with the added complication.

As for the elephant: well, it's a glassfibre garden ornament bought on eBay. It's only about half the size it should be, but I had an embarrassing experience with the first elephant model I bought. This one was full-size and I'd just assumed it would be made out of glassfibre. It arrived at Dunsfold and we fork-lifted it off the truck and onto the Series I. However, it wouldn't fit because a rear leg was in the way. No problem, I thought, we'll cut it off and reattach it with a bit of filler later. Turned out the whole thing was made of solid concrete... I ended up giving it to the local Girl Guides for their training camp in the woods, where it stands to this day.

Dunsfold Collection

THE DUNSFOLD Collection is not yet open to the public, but is hoping to establish a permanent museum. You can help make that a reality by becoming a Friend of the Collection for an annual subscription of £35.
Visit www.dunsfoldcollection.co.uk to find out more.



LRM EXCLUSIVE

UNVEILED AT DSEI 2015

Range Rover Sentinel and Discovery-based LRV Mk 2

Story: Bob Morrison

The Supacat LRV 400 Mk2 uses Discovery chassis and running gear to give a 4th Generation Land Rover Special Forces patrol and intervention vehicle


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LRV 400
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Range Rover Sentinel marries uncompromising levels of luxury and refinement with unrivalled ballistic and blast resistance standards

"The Sentinel has a price tag of 400,000 euros"

The Special Vehicle Operations division of Jaguar Land Rover and the Supacat division of SC Group both chose this year's biennial Defence Security & Equipment international (DSEi) military expo at ExCel in London's Docklands, for the global launches of unique vehicles.

JLR's Range Rover Sentinel is the first armoured Land Rover to be fully engineered in-house by Special Vehicle Operations, previous armoured Range Rover designs having been contracted out. The Supacat LRV 400 Mk2 is a Light Reconnaissance Vehicle, which has taken the rolling chassis and automotive systems from the Land Rover Discovery and adapted them for specialist military applications.

The Sentinel, which has a price tag of 400,000 euros, is based on the standard wheelbase Range Rover Autobiography, but at its core has a specially-developed six-piece armoured passenger cell of super-high-strength steel to provide world-class protection from attack. Described by the company as a mobile fortress, the fully certified VR8 standard vehicle is designed to withstand penetration by 7.62mm high velocity, armour-piercing incendiary bullets. It also delivers lateral protection against blasts of up to 15 kg of TNT, in addition to providing defence against DM51 grenade explosions from beneath the floor and above the roof. Sentinel's multi-laminated armour privacy glass is of optical quality to provide excellent clarity for the driver and occupants, while also delivering bullet protection.

John Edwards, Managing Director of Jaguar Land Rover Special Operations, said: "The Range Rover Sentinel is one of the most extraordinary Range Rovers ever produced. It has been expertly engineered by Special Vehicle Operations to provide class-leading levels of protection to occupants against extreme attack, whilst retaining the Range Rover's luxury and refinement with off-road capability."

The Supacat LRV 400 Mk2 has been designed by the makers of the UK MoD's Jackal and Coyote family of high mobility vehicles as a versatile tactical capability for Special Operations Forces. It can also be transported inside a CH-47 Chinook helicopter in the same drive-on/drive-off role as the WMIK Defender used in the 2003 Iraq War and the One Ten Desert Patrol Vehicle used by the SAS in the 1991 Gulf War. The high performance off-road vehicle's Discovery powertrain allows speeds of up to 100 mph (160 km/h) and an operating range of up to 800 km from the point of insertion, offering a true Special Forces long range capability. The 4200 kg gross weight 'Mini-Jackal' is designed for a crew of three or four supported by an operational payload of 1700kg.





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END OF THE LINE

This month sees the last Defender roll off the production line at Solihull. *LRM* editor Dave Phillips looks at its illustrious past, present and future

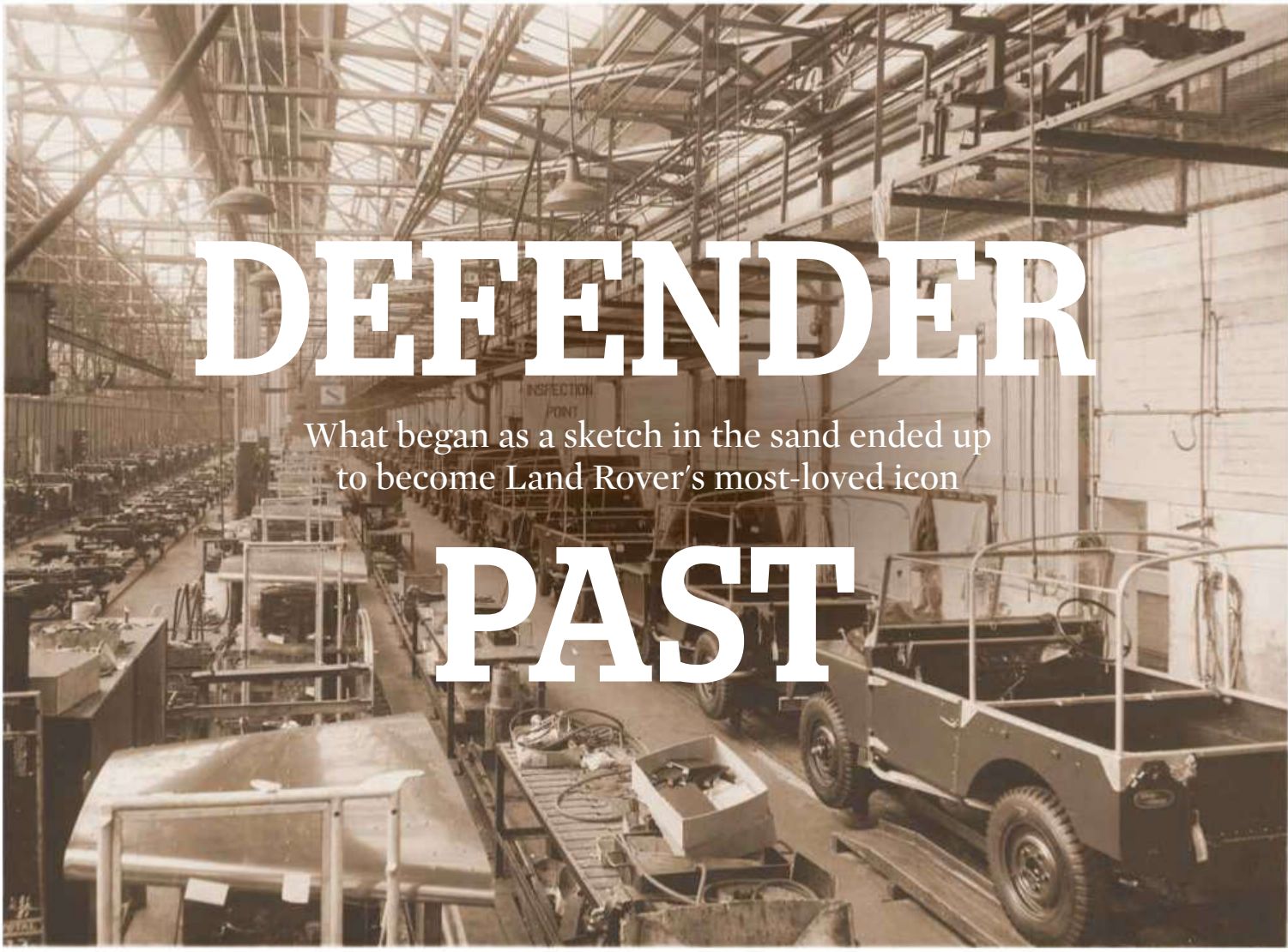
Story: Dave Phillips

Pictures: Land Rover and Dave Phillips

December 2015 will go down in history as the month that the Defender production lines at Solihull finally fell silent. It is more than just the end of an era, for this is the end of the road for the greatest British motor vehicle ever built. This is the day the real Land Rover – the successor to the Wilks brothers' 1948 original – finally died.

It's a very sombre occasion all right. Some might expect me to be wearing a black armband as I write a eulogy to the Defender's demise. But in fact I'm wearing a fond grin as I type these words, because this is no funeral. It's not even a wake to celebrate the life of the dear departed. And that's because Defender is not dead. Far from being cut down in its prime, its best years are probably to come. But I'm getting ahead of myself. This story starts way back in the dark days of the second world war...





DEFENDER

What began as a sketch in the sand ended up to become Land Rover's most-loved icon

PAST

The Rover car company had been building cars in Coventry since 1901, but World War 2 changed its fortunes – the Coventry factory wrecked by the German Luftwaffe's blanket bombing of that city in 1940. However, Rover continued production of aero engines for the war effort at a government shadow factory a few miles away at Solihull, on the outskirts of Birmingham.

After the war, Rover bought the Solihull factory and, in 1947, car production resumed. However, post-war Britain was beset by shortages of raw materials, including steel, which was strictly rationed by the government. The country badly needed export earnings, so the lion's share of the steel was allocated to the companies that were selling most of their vehicles abroad. Unfortunately, the Rover company's car designs from the 1930s were decidedly dated and didn't command much demand at home, never mind abroad.

Yet the saviour to the Rover company's dilemma also came from the war. Rover's chief engineer, Maurice Wilks used a US Army surplus Willys Jeep on his estate at Newborough, Anglesey, and its rugged, go-anywhere simplicity impressed both he and his elder brother, Spencer, who was Rover's MD at the time. What if they could build something similar, using aluminium body panels (which weren't rationed) to circumvent the steel rationing? Legend has it that the siblings actually sketched the outline of their proposed Rover 4x4 in the sand at Red Wharf Bay, near Maurice's farm, before putting their plan into action back in Solihull.

The first prototype was built on another military surplus Jeep's chassis and axles, with Rover saloon engine and running gear. It also had a centrally-located steering wheel, which the Wilks brothers originally hoped would save the expense of building separate right and left hand drive models. It was unworkable, however, and had been abandoned by the time the first prototypes were built.

The new model, by now known as the Land-Rover (it was hyphenated back then), was launched in 1948. But what was built out of necessity as a stopgap measure until a new range of Rover cars was ready for production ended up as Rover's biggest seller through the 1950s, 60s and 70s.

Stand an 80-inch early Series I alongside a modern Defender and the family resemblance is immediate. Stand the Defender alongside the Land Rover Series II, which followed in 1958, and you wouldn't need a blood test to settle any paternity issues. The original slab-sided panels of flat aluminium had been gently rounded by Rover's chief stylist, David Bache, and the familiar face of the Land Rover was born. And that is still the same unmistakable look you get in the final Defenders now rolling off the production line at Lode Lane, Solihull.

But the Land Rover had a long way to go before it got here, of course. The Series II was succeeded by the remarkably similar-looking Series IIA (1961) and Series III (1971). But although they looked very much alike from the outside, beneath the bonnet there was a lot going on. From the original sidevalve 1.6 petrol engine, ever more powerful petrol and diesel variants had evolved. Gearboxes were refined and creature comforts slowly improved, although luxury was never uttered in the same sentence as Land Rover until the Range Rover came along in 1970.

But what the utility Land Rover did get was a wide choice of wheelbases (88, 109 and 127 inches) and body variants.

The shape of the Defender yet to come was hinted at with the arrival of the Series III Stage One in 1979, with the front grille brought forward to accommodate Rover's 3.5 petrol V8 engine. The same engine would be an option when the precursor to the Defender, the Land Rover One Ten, was launched in 1983.

The new model wasn't yet called the Defender (for reasons I'll explain a bit later), but this was the real deal – and a massive departure from the Series III. The most obvious difference was the coil springs, which replaced the leaf springs that had been utility Land Rovers' mainstay since 1948. The new suspension offered more comfort and greater wheel travel, which enhanced the new model's off-road ability over uneven ground. This was further enhanced by permanent four-wheel





"What was built as a stopgap measure ended up as Rover's biggest seller"

Right and below:
Land Rover arrived in 1948, and the styling of those early Series Is can be seen in every Defender that followed

drive, a two-speed transfer gearbox and a locking centre differential. All these features had been borrowed from its ground-breaking stablemate, the Range Rover.

Other differences included a deeper, one-piece windscreen to replace the old-fashioned split screen of the Series motors. But what the new model did share with its predecessors, for the first year, were the same 2.25 petrol and naturally-aspirated diesel engines as found in its predecessors. Both were sluggish and thirsty. If you wanted more power, you opted for the 3.5 V8 petrol, which was a low compression version of the same unit found in the Range Rover. But it was even thirstier.

Bigger standard four-cylinder petrol and diesel engines, with a displacement of 2.5 litres, followed in 1984, along with a short wheelbase stablemate for the One Ten, the Ninety. The new engine line-up offered 68 bhp (diesel), 83 bhp (petrol) and 114 bhp (V8). As the owner of a 1984 Ninety with its original diesel engine, I can tell you that it can be an embarrassment on any incline. Even on the gentle hills of Norfolk, it struggles – and you end up labouring in third gear at 45 mph, usually with a queue of frustrated fellow motorists in your wake. But that, of course, is one of the quirks of classic Land Rover ownership. We love them all the more for it. Most of the time.

With the advent of the Ninety, production of the Series III finally ended. In those days, Land Rover had no qualms about running the old models in tandem with new ones, as long as there was still a market for the outgoing models. It had done the same thing in 1958 when some Series I models were still being built alongside the new Series IIs and it did the same thing again in the 1990s when the second-generation P38 Range Rover was launched, with the original Range Rover Classic still in production.

But things were very different in the mid 1980s. There were only two models in the Land Rover stable – Land Rover (Ninety, One Ten and 127) and Range Rover. It sounds simple and idyllic, but it was far from it. Back in 1968, Rover had been swallowed up by the British Leyland (BL) conglomerate of failing, cash-strapped motor manufacturers. Names that had once been famous brands were now a laughing stock. Thoroughbred Land Rover was different – both its models were successful and profitable – but because it shared its stable with vehicles best suited to the knackers yard, it suffered. But it has to be said that its main problem was lack of investment; the Solihull factory did not suffer the same level of industrial mayhem that the strike-prone plants in other outposts of the BL empire endured during the 1970s and early 80s.

But change was in the air. Prime Minister Margaret Thatcher had swept to power in 1979 as crusading leader of a reforming Conservative party, hellbent on squaring up to the powerful unions and selling off the nationalised industries. Her dislike of BL was surpassed only by her hatred of the coal industry and in 1986 she attempted to sell off BL to the American General Motors. But her scheme met ferocious opposition and, for once, the Iron Lady backed down.

But in 1988 BL – by now known as the Rover Group – was sold off. The buyer, British Aerospace, was far less controversial – presumably because it was British. Many saw this as a chance for a renaissance in the British motor industry, with private money pouring in to revive the moribund brands. But of course most were in terminal decline and beyond salvation.

That was not true of the Land Rover One Ten and Ninety, though. Although the naturally-aspirated 11J diesel engine couldn't pull the skin off a rice pudding, it was still selling well despite the much more powerful Japanese opposition with turbocharged motors. So the new owners stumped up the cash to bolt on a turbocharger to the old block, boosting power from 68 bhp to a hardly impressive 85 bhp. It doesn't sound much, but it was enough as a temporary measure. There were much bigger developments going on in Solihull that would truly revolutionise the utility Land Rovers. The modern era was just around the corner...







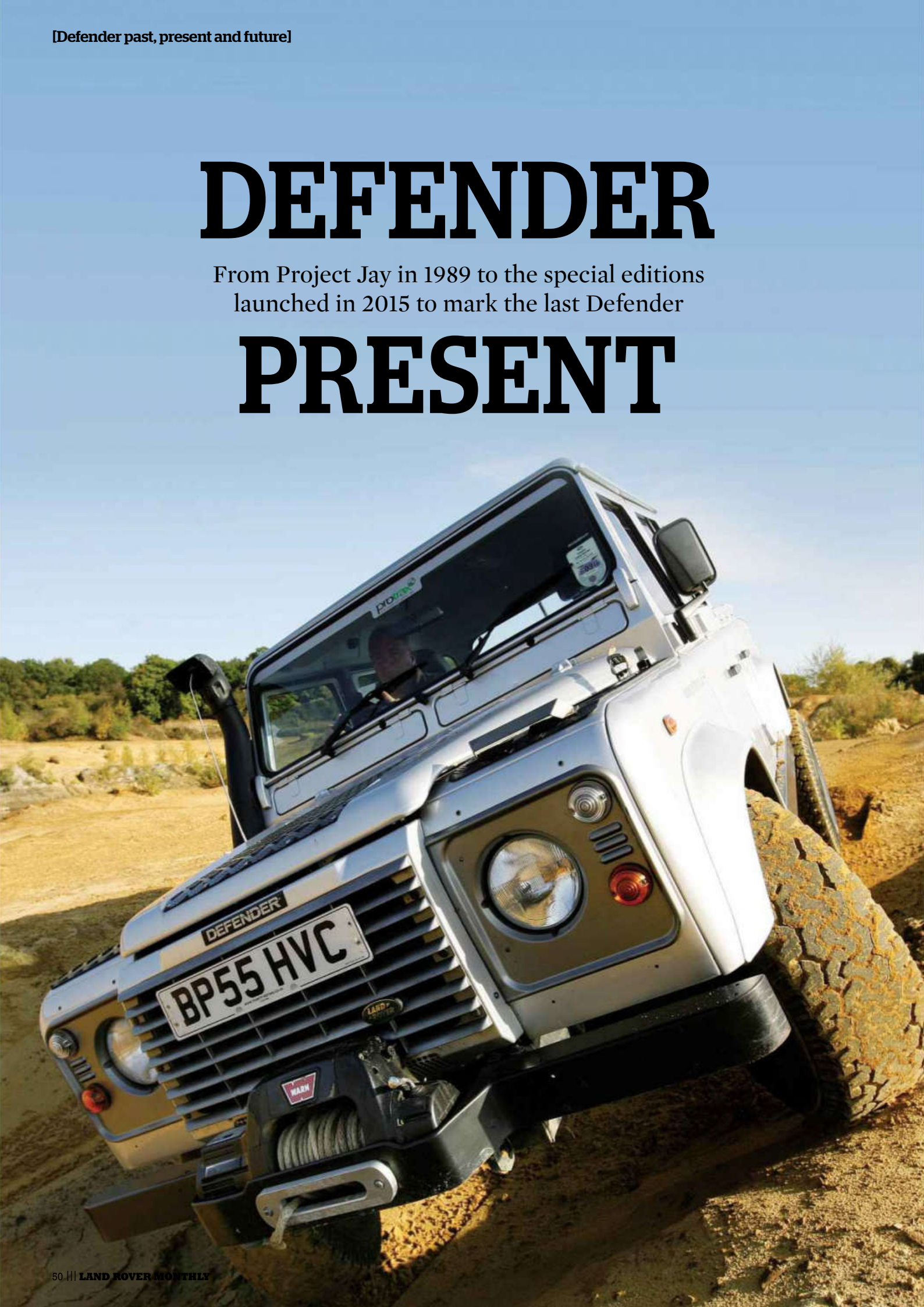




"In the mid 1990s there were only two models in the Land Rover stable"

DEFENDER PRESENT

From Project Jay in 1989 to the special editions launched in 2015 to mark the last Defender











Just as 1979 had seen huge change as Thatcher's new Britain began to take shape, so 1989 saw a transformation in the world order. The Iron Curtain was drawn back, the Communist Soviet Bloc crumbled, the geopolitical map of Europe was re-drawn... and the workhorse Land Rovers were to change for ever. And they were about to get a new name: Defender.

It all came about because of that top-secret work that had been going on in Solihull. It was known as Project Jay and it was all part of a bold plan to launch Land Rover's third model. The company had spotted a gap between the utilitarian Ninety/One Ten/127 and the luxury Range Rover for a leisure-orientated SUV. That vehicle was launched in late 1989 as the Land Rover Discovery and its advent had a huge impact on the Ninety, One Ten and 127.

Firstly, they had to be given a name. They couldn't be known simply as the Land Rover Ninety, One Ten or 127 any more, because of the new kid on the block. So to save confusion, in 1990 they became known as the Defender 90, 110 and 130. (The 130 wasn't any longer than the 127, incidentally; it was just a matter of Solihull tidying up the nomenclature by rounding it up.)

But it was much more than just a name change that brought Defender into the modern era. The important bit was that the Defender models would get the same new turbocharged diesel engine as the new Discovery – namely the 200Tdi. With 107 bhp it wasn't far short of the V8's 114 bhp, but with 28 mpg it was positively frugal. And it gave the Defender the new lease of life that it needed to compete against the Jap 4x4s.

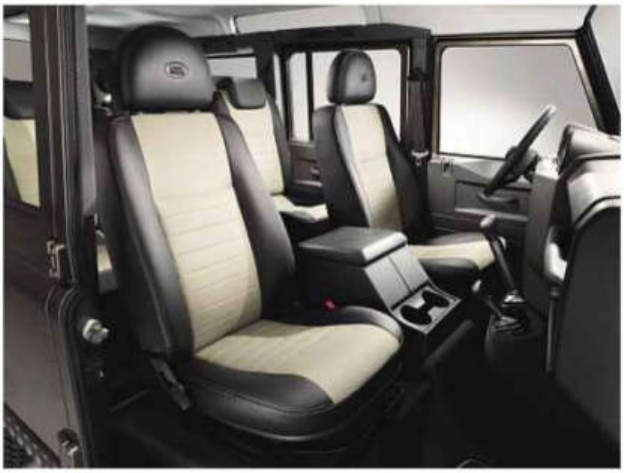
The Defender was so successful that in 1983 Land Rover decided to sell it in North America – a market it had pulled out of for utility vehicles 20 years earlier. To reflect tastes Stateside, the NAS (North American Spec) Defender was a soft top, fitted with a powerful 3.9 V8 petrol engine, full external roll cage and air conditioning. Later models got a bigger, 4.0-litre engine and an automatic gearbox. It truly was one of the best Land Rovers ever built, but unfortunately it fell foul of US vehicle regulations. New laws meant airbags for both front passengers would become compulsory in 1998. The Defender could not be modified without costly major engineering, so the Defender was withdrawn from North America in 1997.

Meanwhile, back in the UK , diesel-engined Defenders ruled supreme. And in 1994 the 200Tdi was replaced by the more refined 300Tdi engine (with identical power and torque). It is arguably the most popular engine ever built by Land Rover and this was definitely a golden era for Defender.

By 1998, Land Rover had been under BMW ownership for four years. The Munich manufacturer had bought the company from BAe in 1994, but wasn't very interested in Defender. The Range Rover was the jewel in the crown for the Germans and the only major change under BMW ownership came in 1999 when the 300Tdi engine was replaced by the Td5, a five-cylinder inline turbodiesel with 11 more horses (122 bhp). But even that had been on the design board before BMW took over.

BMW's biggest contribution to the Defender legend came on the other side of the








110


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"It was clear radical changes would have to be made to meet tighter new laws from Brussels"

world in 1997, where Land Rover South Africa created a very special variant. There, in addition to the 2.5 300Tdi, the Defender 90 and 110 were available with a 2.8 BMW petrol engine in addition to the Tdi diesel. The straight-six, 24-valve engine produced 190 bhp and were so fast that later models were speed-restricted. The work was carried out locally, near Pretoria, and it was on sale until 2000, but never offered in the UK, sadly.

The other milestone in Defender development came in 1997, with the introduction of the Wolf XD military model – a tough-as-nails no-nonsense workhorse that is now arriving on the civilian market in significant numbers and being snapped up by enthusiasts.

In 2000, Land Rover was under new ownership again, with Ford buying the company from BMW. The following year, Detroit sanctions a few refinements for the Defender, including central locking, heated seats and electric windows.

By now, Defender has become increasingly popular with the leisure and lifestyle brigade, with non-muddy models likely to turn up in Chelsea and all places trendy. In an age of increasingly bland motor cars, ownership of the distinctive Defender was beginning to be seen as a statement for individuality. Unusually, Land Rover did not adequately respond to this new-found popularity. The company launched a few special-edition models over the coming years, but it was left to the individual stylists to really cash in on the fashion for blinged-up Defenders, which was to gather pace as the end of production loomed ever larger.

In 2003, Defender was one of the models used by Land Rover the first G4 Challenge – a month-long adventure competition that included off-road driving among the skills required by the international contestants. Three years later, the second G4 Challenge also included Defenders, but only as support vehicles. The third G4, scheduled for 2009, was cancelled when Indian automotive giant Tata Motors bought Land Rover from Ford in 2008. Tata said it wanted to concentrate its energies (and cash) on new model launches. But there was no mention of a replacement for the venerable Defender.

It was clear radical changes would have to be made to ensure Defender met ever-tighter laws from Brussels, particularly on emissions. A year earlier, in 2007, Ford had put its 2.4 Puma diesel engine under the bonnet to meet the latest regulations, but it is slightly less powerful than its Td5 predecessor and the six-speed gearbox isn't a huge hit with Land Rover fans. Sharing an engine and drivetrain with Transit van owners isn't a great selling point, but Defender does get a new dash and forward-facing rear seats in station wagons.

In 2011, Land Rover unveiled the DC100 concept car at the Frankfurt Show. Touted a possible Defender replacement, it is hugely unpopular with enthusiasts. But more of that later.

A year later, Defender got its final major upgrade, with a more refined and powerful 2.2 Puma engine. Meanwhile, the ever-increasing number of independent Defender specialists launched more and more new takes on the old model, on a seemingly weekly basis. Some added luxurious interiors, others dramatic exterior styling. There were – and still are – plenty of specialists who drop in big engines, automatic gearboxes, and tune Defenders to a level unheard of just a decade earlier. Some are said to be capable of 140 mph-plus, if you happen to be looking at a very expensive and messy way of ending it all.

With Land Rover insisting that production would end in December, it declared 2015 would be a year of celebration. Its stunts included a giant drawing in the sand of Red Wharf Bay, Anglesey, where the Wilks brothers sketched that first Land Rover. Simultaneously, the company launched three new special edition Defenders – the Heritage, Adventure and Autobiography, priced from £27,800 to £61,845. They are all beautifully – and tastefully – built.

At the time of writing, the end of production is a few weeks away. The rumour mill has it that Land Rover will end Defender production with a special run of V8-powered models. By the time you read this, we'll all probably know the exact storyline that rounds off this automotive soap opera. But you can be sure it will be a happy ending, for there is much more to come, as you will see...

DEFENDER

From existing cherished models to new grey imports and the 2018 replacement, the Defender will live on

FUTURE

So what does the future hold for Defender? Like I said at the start of this piece, the most iconic Land Rover of all is far from finished. Even in the worst-case scenario – if the unthinkable happens and Defender is not followed by a new model and never built again – you can sleep easy, happy in the knowledge that enthusiasts will keep the existing ones on the road for as long as the world has roads. The value of secondhand Defenders has increased dramatically in recent years due to the huge demand. There is no sign of this demand abating, which means that even tatty old ones which would once have gone to the scrapyard will now be restored. Just like Series Is are now.

What about spares availability? I can hear you say. Well, that too is a simple case of supply and demand. If there's enough demand, some entrepreneur will supply it. And with Land Rover now gearing up to supply classic parts for its obsolete models, it's a situation that will steadily improve. Not that it will come to that.

For a couple of years, Land Rover insiders have told me off the record that once Defender production ends at Solihull, the whole line will be dismantled, put in shipping containers and reassembled somewhere else in the world. No doubt in a country where workers are paid less, making such a labour-intensive model as the Defender a cost-effective exercise. It's actually something I've expected to happen many years ago. In fact, I predicted as much during Ford ownership, and wrote about it at the time in another magazine.

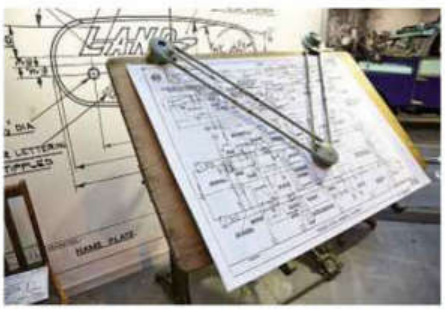
This year it was confirmed by Land Rover. Back in March, a spokesman said: "We are investigating the possibility of maintaining production of the current Defender at an overseas production facility for sale outside of the EU, after we cease building in the UK."











Above: What have Land Rover got on the drawing board?

Jaguar Land Rover already has factories in Brazil and China, plus parent company Tata has ample production facilities in India. And just to add a little spice to the mix, JLR has announced that it is building a new factory in Slovakia. Could this be the place the old Defender continues in production? Probably not. Rumours abound that this is in fact the location for the new-model Defender, which is due to go into production next year – and go on sale early in 2018.

Ah yes, the new model. Everybody keeps forgetting that Land Rover has all but promised that there will be a Defender replacement. In fact there will be replacements, because the company has tasked itself with making the new model every bit as versatile as the outgoing one. Who says so? Well, how about the following:

In April this year, Land Rover's design director, Gerry McGovern, said: "The Defender is all about durability – that indestructible, durable vehicle which is what a family of Defenders would be. In its core form it can be something that can be quite elemental up to something incredibly luxurious. When you see the new Defender, people will know it's worthy of carrying the badge. It will be able to do everything it says on the tin."

Land Rover believes that the company should be split into three distinct families: Luxury (Range Rover), Leisure (Discovery) and Utility (Defender).

Luxury sales should reach two million units per year globally by 2017, Leisure should hit eight million vehicles, while Utility should achieve 3.3 million units once the new Defender is launched. But the latter is a tough task, because the existing Defender has sold in tens of thousands per year, not millions.

One thing we can be sure of is that the new Defender will not look like the flop DC100 concept vehicle of 2011. Since then, the company has distanced itself from the concept and insists that the replacement is nothing like it – which is gratifying. The DC100 looked too much like a Skoda Yeti for most of us.

There has been plenty of conjecture that the new Defender will use the T5 platform that currently underpins the Discovery 4 and first-generation Range Rover Sport, but with the Sport already superseded by the second-generation model on a new platform and the Discovery too soon due to be replaced, this is looking unlikely. Who would launch an all-new model on an obsolete platform? The days of make-do-and-mend and raiding the parts boxes for Morris Marina door handles and Austin Maestro light clusters is long gone.

Besides, the T5 is an old-fashioned steel chassis that's heavy and unlikely to help the




DEFENDER







"It won't replace the old model in our affections. Nothing ever could"

new model achieve the sort of economy and emissions expected in the modern era. It is much more likely to get an aluminium chassis and lightweight aluminium panels. These weight savings, along with the new generation of JLR Ingenium engines now being built in the company's Wolverhampton engine plant, could see the sort of frugality Defender owners of the past could only have dreamed of. A 60 mpg Defender sounds like somebody's drunken fantasy, but I'm told it could happen.

Bosses at Land Rover have witnessed the paying public's astonishing appetite for customised Defenders and can see a new generation of the model being hugely popular, particularly since the company's new SVO (Special Vehicles Operations) is now on stream and could create an infinite number of personalised Defenders, each created to cater perfectly for its owner. The ultimate working machine, in other words.

The ill-fated DC100 concept vehicle of 2011 came in two flavours: a sporty three-door soft top and a more conservative five-door hard top – both on the same 100 inch wheelbase – much like McGovern's first Land Rover design venture, the 1997 Freelander 1. And although a 100 inch wheelbase Defender would be the ideal vehicle for many of us – myself included – who find the 90 too short and the 110 too long, it would be difficult for the company to achieve its ambition of a Defender for all tastes on just a single wheelbase.

So, exactly what does the future hold? According to my crystal ball, both scenarios will play out...

The original Defender will continue in production somewhere outside Europe, for sale in the Third World. And I expect some enterprising sorts will find a way of getting them to the UK as grey imports.

Meanwhile, in a factory somewhere nearer home – but not necessarily in the UK – the new Defender will start rolling off the production in 2017, ready for a 2018 launch.

In the short term, expect very soon to see spy shots of the new Defender in the motoring press – unless Land Rover beat the paparazzi to it and release their own images of some pre-production versions of the new model. I have been told that these vehicles are ready to be shown to the public, but Land Rover is unsure of how long a period should elapse between the end of the current Defender and the launch of the new model. Who knows? They might even pull off the automotive surprise of the decade by unexpectedly unveiling a pre-production model of the new one at the celebrations to mark the end of the old one. But I doubt it.

I reckon us Defender fans are going to be pleasantly surprised by the newcomer. But it still won't replace the old model – especially those cherished 300Tdis – in our affections. Nothing ever could.

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ROVERS AT REVIVAL

Story: Patrick Cruywagen Pictures: Patrick Cruywagen and various



Fifty very special pre-1966 Land Rovers steal the show at the 2015 Goodwood Revival



"How do you pick 50 special pre-1966 Land Rovers? It was a job for Mr Land Rover..."

The year 1948 was a great one for motoring in Great Britain. In April the first Land Rovers were unveiled to the world at the Amsterdam Motor Show. We all know what happened after that; it was just the other day that they produced the two-millionth utility Land Rover.

Then in September of 1948 they held the first post-war motor race meeting at a permanent venue, the West Sussex-based Goodwood Motor Circuit.

The circuit owes its origins to the former RAF Westhampnett, which served as a base during the Battle of Britain. They say that over 15,000 spectators attended that first post-war race. The reason for this great turnout was simple: the British public was starved of live motorsport as the Brooklands circuit had closed down almost a decade before. Then there was the little matter of the war of course. Now, more than 65 years later, the Goodwood Revival attracts crowds of 150,000 – ten times more than that first meet all those years ago.

Now anyone that has ever been to Goodwood Revival will tell you that there is more to it than the 15 hotly-contested races; it's a gathering of period petrolheads, with the emphasis on period. This 18th Goodwood Revival was a little more special than previous events. Allow me to substantiate this sweeping statement with several very legitimate Land Rover reasons.

The revival weekend was a celebration of the iconic Land Rover and each day of the event 50 specially selected pre-1966 Land Rovers, slowly made their way around the 2.4-mile circuit. The slowly bit was not by choice as classic Land Rovers were built to last forever and not race round a circuit. This impressive Land Rover parade was done as a celebration of the current Defender, because as we all by now know, production of this icon at Solihull is about to cease. It just breaks my heart to type that, but let's not get all emotional as this is supposed to be a celebration.



When not doing their daily jaunt around the circuit, the 50 Land Rovers were parked up on the inner field so that the 150,000 attendees could take a closer look at them. I could probably write a book about the 50 but unfortunately I've only been given a couple of pages. So how do you pick 50 special pre-1966 Land Rovers? It was a job for the man they call Mr Land Rover, Roger Crathorne, and helping him was the Land Rover historian, Michael Bishop. They tackled this tough selection task at the Dunsfold Collection Open Weekend held earlier in the summer. I asked Roger about his selection strategy. "The aim was to try and get as many derivatives as possible. The one area where we did fall short is conversions though we do have a few here."

When Roger and Michael saw something that they liked at the Dunsfold Collection Open weekend, they would put a golden ticket on its windscreen. This was to alert owners that they had been picked for this very special parade. We all know that the Dunsfold Collection is the best private collection of Land Rovers in the world and so it came as no surprise that 11 of the 124 Land Rovers in the collection would form part of this parade. Those that have met me will know that I'm not one who likes to stand on the sidelines and so I was chuffed when selected to drive one of the Dunsfold Collection's parade participants.

The day before the parade I was handed the keys to the first production 1966 Series IIB 110 Forward Control. It was purchased by the collection in 2004 and they fully restored it to the original specification. Somebody famously said that you would be stirring soup for about 20 minutes before you find first gear in a Forward Control. I silently prayed that this would not be the case as I did not want to make a fool of myself, be left behind, or both.

Fortunately I was given a demonstration of its start-up process. You first had to turn the key halfway until the red charge light and the green oil pressure light came on. I then had to wait 20 seconds to let the glow plugs warm up. Only then could I turn the key the whole way



Previous Page:
The Land Rover stand in the Earls Court Motor Show captures the birth of the legendary vehicle











This Page:
An action-packed weekend of historic motor racing, period theatre and war planes



WHERE WE STAYED

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"These never to be repeated experiences are like gold dust"

to fire it up. Its 2.25 diesel engine roared to life and I was good to go.

Before we set off on the Saturday I was lucky enough to chat to Tim Dines, the owner of the pre-production Series I number 3. Incredibly Tim has had it since it he was 16 and he bought it from a chicken farmer. His was the Land Rover used at the 1948 Amsterdam Motor Show. Seeing all 50 pre-1966 on the start line of the Goodwood Circuit is something that will forever be etched in my memory. These never to be repeated experiences are like gold dust to the enthusiast. You just want to take in as many of them as possible in your lifetime.

I bumped into Philip Bashall, another Dunsfold Collection trustee and popular *LRM* columnist. Philip and his team had worked tirelessly to ensure that not only their vehicles, but also some of the other parade Land Rovers, were in perfect working order. All I had to was show up and turn the key. I was bringing up the rear of the parade as we were driving in chronological order and as my seating position was almost in the clouds I had the most incredible views of it all unfolding before my very eyes. The only thing that I had to do was keep up, of course. I am happy to report that I was able to do this rather comfortably on the Saturday because by then my gear changes were as smooth as those on a modern auto box Land Rover.

Next to me in the parade I had Stuart Hibberd and his wife Ruby. They bought the first SIIA 109 Forward Control to be sold to the public in 1962. Back then Stuart was so excited about his purchase that he personally



drove to the factory to go and pick it up. Throughout the weekend Stuart was on hand to advise and help me with the Forward Control, the man was a walking Forward Control Encyclopaedia.

This was probably one of my favourite parts of the weekend. I was able to tap into living Land Rover history. While some criticised the diesel engine in my big Series IIB 110 Forward Control for being a bit flat, we were driving in a slow convoy and it was more than up to the task. Some of the other noteworthy Dunsfold Collection parade participants included the 1950 Series 1 Bertram Mills Circus Elephant Car (featured on page 38), the well-known 1947 Centre Steer Replica, the 1958 Series 11 88 hard top chassis number two, the 1965 OTAL One Ton Amphibious Land Rover and the 1965 Shorland Armoured Car prototype. All guaranteed crowd pleasers. The parade had everything including fire engines, rescue vehicles, air-portable lightweights, elevator-equipped vehicles and forestry vehicles. This was a parade to display the simplicity and versatility of these iconic cars.

You know you are part of something very special when the Jaguar Land Rover bigwigs are in attendance. JLR CEO Dr Ralf Speth was amongst the crowds taking a closer look at these historically significant Land Rogers. Nick Rogers, the JLR Director Group Engineering, drove his Series I in the parade. It was great to see two of the most senior JLR staffers enjoying themselves.

Just when I thought that things could not get any better, 94-year-old Arthur Goddard, Land Rover's first engineer, showed up to take part in Saturday's parade. Arthur now lives in Brisbane, Australia, and if you want to learn more about the rather important role that he played in shaping Land Rover's early history, then you have to read Michael Bishop's book *They found our Engineer: The Story of Arthur Goddard.* Arthur is like Land Rover royalty and so he was seated in the most famous and oldest Land Rover of them all, HUE 166, for the parade, with Roger Crathorne as the designated driver. HUE166 was one of the 11 pre-production Series Is in the parade. Never before have we ever seen 11 pre-production Series Is moving together. We were witnessing Land Rover history.

While the parade was happening, Richard Beddall, a Dunsfold Collection trustee and classic Land Rover connoisseur, was in the commentary box, delighting the crowds with his knowledge and stories. When not with mic in hand, Richard and his son William had a very important role to fulfill: they run the tow lane at the Goodwood Revival using Josephine, their 1948 Series I to tow start the pre war cars. "I joined the Land Rover Series One Club when I was eight and have been working at the Goodwood Revival for as long as I can remember. We work hard and by the end of each day I'm tired" explains Richard.

During the evening the Dunsfold Collection drivers were treated to a BBQ at Richard's Airstream camper. His friends Sharon and Simon MacAllen and wife Sue ensured that glasses remained topped up and plates were never empty. As a man from a country where we sometimes BBQ twice a day, I was impressed with Simon's skills.

Those in the know say that this is the first time that we have seen a Land Rover parade of this magnitude at the Goodwood Revival. I am hoping that it won't be the last. If I'm still about for the next one then I'll be the first to volunteer my driver services and if it's in the first production Series IIB 110 Forward Control, then even better. The crowds will go mad when I fly past at 45 mph while waving like the Queen.







This Page:
Enthusiasts were treated to the largest gathering of pre-production Land Rovers ever to be seen in motion

"The man was a walking Forward Control Encyclopaedia"

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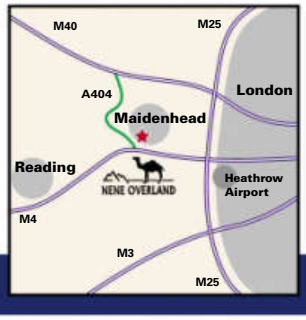
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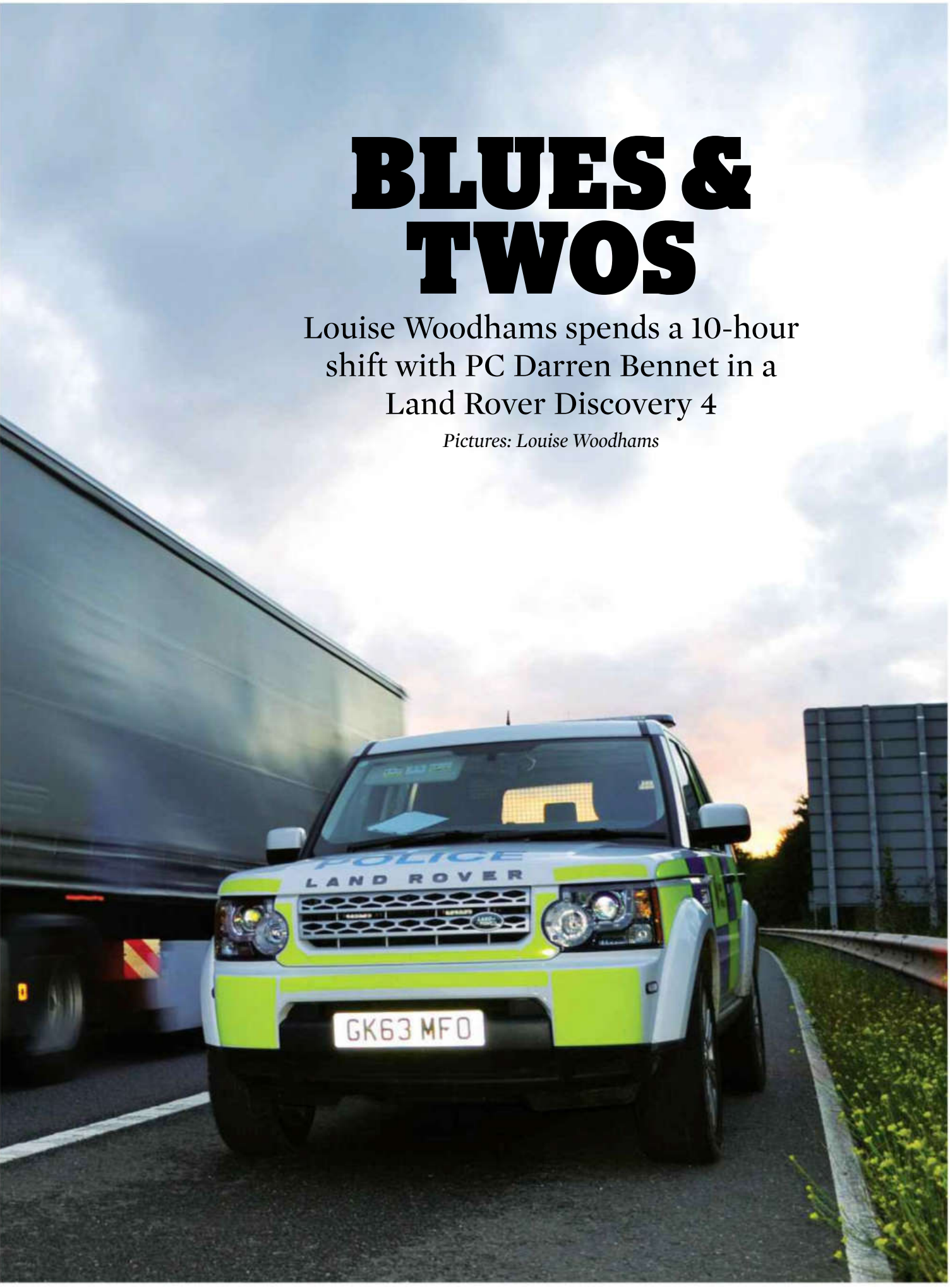
[Discovery 4 police car]



BLUES & TWOS

Louise Woodhams spends a 10-hour shift with PC Darren Bennet in a Land Rover Discovery 4

Pictures: Louise Woodhams





Below:
PC Chapman's Discovery is packed with kit

It's an assault on the senses. The sirens fill the air, intermittently pierced with intelligence coming over the radio channel, and the blue and red lights are reflecting off the vehicles that almost look like they're standing still as we pass them. We reach the limits of the 3.0 V6 twin-turbo diesel, and whilst I've experienced faster on track, hurtling down a motorway, parting mid-afternoon traffic in something that weighs the best part of three tonnes is unnerving. Still, I'm giggling like an idiot and trying to capture the moment on camera, as I shout "it's a good job I'm not a nervous passenger," to which PC Darren Chapman replies, "and it's good job I've done this before."

That's probably somewhat of an understatement having been on the roads policing unit since 2005 after joining the force some five years earlier aged 25. As well as receiving dedicated off-road training to learn Land Rover's trademark Terrain Response, PC Chapman is Class 1 Advanced and TPAC (Tactical Pursuit and Containment) trained too. He is at the highest level that you can be in the police, not to mention hugely experienced after a decade of patrolling Kent's roads. I was lucky enough to join him on a shift in early 2010, in a BMW 330d Touring for a magazine that I was previously editor of, so I was somewhat prepared for today.

Just as he was then, Darren is always two or three moves ahead, ensuring there's plenty of space between him and the car in front, in fact the only difference, apart from both being older and wiser, is the transport. "Before the Discoverys we had Range Rover V8s," Darren informs me. "Although we tend to use the BMWs more, Land Rovers will always be on our fleet here at Coldharbour Tactical Operations for their four-wheel drive and towing abilities. Do you know what? This car can tow a 40 [yes, that is four zero] tonne lorry – I've never found a vehicle that's more capable." PC Chapman has to cover a fairly large chunk of motorway network, and being so close to Dover, he needs a 4x4 that can deal with HGVs, making the Disco the ideal choice.

"It's a balancing act; the Land Rover will never be a pursuit car topping out at 115 mph, but the BMW is far inferior in terms of crossing difficult terrain or being able to tow. When I'm driving this I know that I can turn up to an accident and pull a car out of the barrier, it's also enormous – I can carry double the amount of kit. The Discovery is a real workhorse." Indeed, whilst the in-car footage from our shift was far from the high-octane action that fills our living rooms, nearly all of our calls required the Discovery's best assets. From jump-starting a van with a 3.5 tonne horsebox attached to it, to towing several cars on busy main roads to safety.

Funnily enough I've never experienced a Discovery at its limits on the road, but I was suitably impressed. Okay so the SDV6 may not be able to give chase, but it's not exactly sluggish with 252 bhp and 443 lb-ft of torque. And it finds a perfect companion in the car's smooth shifting eight-speed automatic gearbox, which makes driving a car as large as this as stress free as possible – important for PC Chapman. The diesel is quiet even at high speeds; saying that any engine drone would be drowned out by the wind noise caused by those huge wing mirrors. Oh and the combined fuel economy of 36.7 mpg is absolute tosh.

Whilst sportier German rivals will leave it for dead, in its defence it isn't the mare that I was anticipating. Any lumps in the road are seemingly ironed flat by the Discovery's bulk and even going into tight left or right handers at speeds of over 60 mph body roll is kept in check. The suspension just manages the car's mass and height with precision, consistency and control, even if the tyres were screaming in protest. The brakes, thank goodness, also impressed, scrubbing off speed with ease. It was confidence inspiring, although where the car excels is in being a supremely comfortable motorway cruiser. Darren tells me that they've proved reliable too, bar the odd Electronic Parking Brake failure. Not bad considering around 200 to 300 miles are typically clocked up during a shift, and that this 63 plate model is considered to have low mileage with 80k!

Unlike the BMW, the raised seating position of the Land Rover is another fantastic advantage. And despite all of Darren's hi-tech gizmos there's still plenty of room. There's what's called a Provida 4000 speed detection system, which is externally collaborated to the speedo and checked daily against a measured half mile distance. That's linked to front and rear cameras and a screen (complete with hard drive that stores up to two weeks of data) which is mounted above the glovebox. It's equipped with Automatic Number Plate Recognition (ANPR), so PC Chapman is able to pull up in an instant whom a car is registered to and their address, who it's insured with and who's listed on the policy as a named driver, whether it's taxed or not, or has a valid MoT. In addition, it's constantly checking the registration of every passing car, and those with a 'tag' for something such as failure to stop or previous convictions, prompt a beep for further examination.

Plugged into the ANPR screen is a full-size keyboard, which enables a colleague to check any ongoing incidents and initiate any activity they see as worthy, as well as type up reports – this Discovery is essentially a mobile police station. There's also a handset mounted to the side of the footwall should the officer wish to listen to the radio in private if there's an arrestee in the back.

Mounted between the sun visors are the











“A situation can change in seconds”



A DAY IN THE LIFE OF A TRAFFIC POLICEMAN

THE SHIFT begins with a briefing from the sergeant, highlighting any area issues and problems that PC Chapman has to give attention to, what car he’s assigned to and who (if anyone) he is working with. PC Chapman is then assigned a part of Kent, today its central Kent (covering the M2 from J3, M26 to Ashford, A2 from Gravesend to Canterbury and anything in the middle).

Over the next ten hours we are called to a road traffic accident (RTA) several broken down vehicles on the inside lane of a dual carriage way and a motorway, together with a HGV. In the instances we couldn’t use towing equipment as it would cause further damage to the vehicle it was left in the hands of the Highway Agency, freeing up our time. Our last call was to a Lithuanian homeless gentleman living under a motorway bridge, who Darren had spoken to just three days previously.

Whilst I was hoping for a high speed chase or a drugs bust, it felt reassuring to live in a safe area. It was also a privilege to go on patrol with an officer on the roads policing unit, and highlighted how a situation can change in a matter of seconds. One minute we are talking about what to have for dinner, the next we overhear on another radio channel of an attempted suicide. A female has jumped off a bridge into the path of an oncoming train. It makes for grim listening, and I’m thankful we don’t have to assist. I later find out that she has internal injuries and burns to her face and chest, but unbelievably they are not life threatening. Good news.

PC Chapman is not only concerned with catching speeding motorists but also plays a part in every aspect of road traffic safety. This could include stopping any cars for traffic violations or suspicious-looking persons, dealing with an RTA, checking the safety of cars and lorries, escorting abnormal loads, pursuing suspect vehicles and road safety education.

PC Chapman tells me one of the biggest things he has to deal with in his job is lack of concentration. I recall from five years ago him telling me about the number of mobile phone offenses, and sadly it still continues to be a big problem today. “Whilst speeding and drink driving can be a big factor in causing a collision, the consequences of using a mobile phone whilst driving can be disastrous,” he warns.

With every incident that we deal with, it’s extremely clear that PC Chapman wants to work with motorists, not against them. Ultimately all he wants is for them to drive safely and go home to their loved ones unharmed.

An hour and a half before the end of the shift, PC Chapman returns the station, refuels the car, and turns out his outstanding paperwork before going home.

It’s heart-warming that he is so passionate about his job and genuinely wants to keep Britain’s roads safe. He hasn’t been tarnished by the reams of paperwork, the cuts to policing budgets which has stretched already diminishing resources, or even having to deal with Operation Stack,. That in itself commands my utmost respect and makes me feel thankful that we have people like him helping us to enjoy driving safely.



"It's a versatile and hard-working piece of kit"





Right and Above: Land Rover's are vital to Kent's road policing unit with their 4WD and towing abilities

controls for the OptiLink system – the dot matrix message screen in the back window that flags up various warning messages. Below that on the centre console are the controls for the lights, sirens and air horn. Fitted in the rear window area is a tracker box, a GPS system (assisted by four aerials on the roof of the vehicle) that's effectively a black box to show how the vehicle is being driven on duty, whilst under the boot floor is a data recording machine, along with all the electronics. Even with Sat Nav-equipped cars, there's a TomTom device, an invaluable tool apparently as it enables the officer in the passenger seat to give commentary during chase of a target's exact location and speed.

As you would expect the third row is folded down to take advantage of the 1124 litres of space for housing towing equipment, cones and cone lamps, first aid kit, signs, shovels, brooms and other clean up tools, wheel clamp, tyre pressure and depth gauge, tape measure, chalk, fire extinguisher, foil blankets and trauma teddies – an idea of Darren's to give to children whose parents have been injured in an accident to help bring some comfort.

As a roads policing car, the Discovery more than serves its purpose as a genuinely versatile and hard-working piece of kit. It's unstoppable in the rough stuff and in its towing ability. Okay, so at 115mph a 2583 kg SUV feels somewhat frightening, but factor in all the airbags and of course, Darren's first-rate driving, it's perfectly safe and I was secretly hoping that every call out required the blues and twos. Today, proved the Discovery's exceptional spread of abilities, be it on road, up to its axles in mud, carrying a family of seven, or policing Britain's roads.





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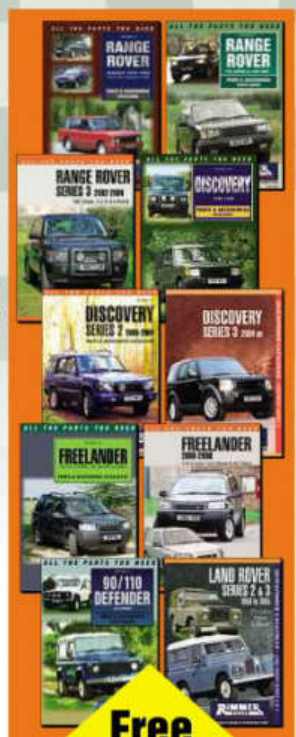
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2009 DEFENDER TDCI STATION WAGON In Java Black with contrasting Charcoal interior, Genuine Boost alloys, All new tyres, Tow pack, XS side steps, Alarm, Immobiliser, Central locking, Late style dash and 6 speed gearbox, Just had a major service inc 12 Months MOT, Fully Waxoyled **£17,995**



59 PLATE DEFENDER 90 TDCI COUNTY STSTAION WAGON In Rimini Red Metallic & Java Black roof, Contrasting Black interior, New Sawtooth alloys and 265 MT Tyres, New KBX Grill kit, Tow pack & electrics, Just had a major service inc 12 Months MOT, Fully Waxoyled. Stunning condition **£19,995**



2013 DEFENDER 90 2.2 TDCI In Orkney Grey, Contrasting Red leather interior, 17K, EW, CL, Comfort pack, Cold climate pack, Sunroof, Overland performance kit, KBX Grille, 18" Black boost alloys & BFG tyres, White LED lights, Crystal headlights & HID Bi-Xenons, Alloy steering guard, Black checker kit, NAS step, Tow kit, DRL, Bumper, Mirrors, 14" Steering wheel, Sound deadening to rear tub, panelled & carpeted boot area, Alpine upgraded audio with Bluetooth, Genuine side steps, front winch system & HD Bumper, Just had a major service inc 12 Months MOT, Underbody Waxoyle **£25,995 + VAT**



61 PLATE DEFENDER 110 TDCI In Fuji White with contrasting Grey vinyl interior, Tow pack, Late style dash, 6 speed gearbox and the latest 2.2 TDCI engine, 1 Owner, full service history, Immaculate chassis and body condition, Just had a full underbody Waxoyle, Just had a major service inc 12 Months MOT **£12,995 + VAT**



2007 DEFENDER 110 TDCI COUNTY STATION WAGON in Cairns Blue Metallic with contrasting Charcoal interior, 80,000 miles, 2 Owners, New BFG All Terrains, DRL bumper, Alloy steering guard, LED side lights, Clear indicator, Tomb Raider style side bars, Chequer kit, Alloy roof rack, Sports steering wheel, Water proof seat covers, Just had a major service inc 12 Months MOT, Fully Waxoyled. Stunning condition **£16,995**



1984 LAND ROVER DEFENDER 110 2.5 PETROL in Mid Grey with Limestone roof. This vehicle has undergone a full nut and bolt rebuild to a very high standard including galvanised chassis, Powder coated wheels, 5 new tyres, Gas shockers, Long range fuel tank, Bulkhead deletion, Technic trim seats, Fully serviced, 58,000 miles, Very Rare 2 then 4 wheel drive trans box, Freewheeling hubs, 12 Months MOT. Stunning condition with second to none attention to detail – ideal USA Export Vehicle **£24,995**



2007 DEFENDER 110 TDCI HARD TOP WITH SNOW PLOUGH in Fuji White with Grey interior, Just had a mechanical & cosmetic overhaul, Wolf wheels with BFG Mud Terrains, Black checker kit, Twin roller shutter hard top side with internal shelves etc, 12 Months MOT, Fully serviced and Waxoyled, Ideal winter vehicle and ready for work **£12,995 + VAT**



2010 DEFENDER 90 TDCI COUNTY STATION WAGON In Keswick Green "Heritage style edition" with contrasting Charcoal interior, Ivory Roof, Two tone alloys fitted with new All Terrain tyres, Full length side steps, Tow pack, Genuine checker kit, Just had a major service inc 12 Months MOT, Fully underbody Waxoyle **£18,995**



2007 DEFENDER 130 TDCI TRUCK CAB AND HYDRAULIC TIPPER
In Keswick Green with contrasting Grey interior. This vehicle has just had a major mechanical and cosmetic overhaul including a new hydraulic tipper with aluminium sides and steel floor, NAS rear lights. Taller sides and chip box available P.O.A, Just had a major service inc 12 Months MOT, Fully waxoyled and ready to work **£15,995 + VAT**





2015 DEFENDER 90 2.2 XS TDCI In Fuji White with contrasting Black leather interior, Charcoal Alcantara headlinings, Sawtooth Alloys, Mud Terrain tyres, KBX grills, Air conditioning, Central locking, Heated seats, Heated winscreens, Brand new vehicle with full underbody Waxoyle. Ready to go and in stock **£25,995 + VAT**



52 PLATE DISCOVERY TD5 MANUAL In Alveston Red metallic with contrasting interior, Just converted to Off Road spec using all new parts, +2" suspension lift, Snorkel, Heavy duty shocks, 265 Mud terrains on Black mods, Steering guard, Roof light bar, H/light conversion, Fully serviced, 12 Months MOT, Fully Waxoyled, Great winter vehicle **£6995**



SIMMBUGGHINI OFF ROAD RACER Fully space framed vehicle (Jig built here at Simmonites) Rear Diesel engined powered (Isuzu 2.8 TD) 5 Speed Manual gearbox, H/ duty Axles, Coil over long travel Bilstein suspension, Quick ratio power steering, Race seats & harnesses, New wheels & tyres, This vehicle has been finished & maintained to a very high standard & 1 owner from new. Ready to race **£14,995**



2007 LAND ROVER FREELANDER 2 TD4 XS In Stornaway Grey metallic with contrasting half leather interior, Air Con, Parking sensors, 4 new tyres, New rear diff and wheel bearings, Privacy glass, Just serviced, 12 Months MOT. Our directors car and maintained regardless of cost **£9995.00**



2000 DISCOVERY 4.0L AUTO LPG CONVERTED In Alveston Red metallic with contrasting Grey interior, 64,000 miles, Twin factory fitted sunroofs, 20" Stormer alloy wheels, Sport side vents, Stainless steel side tubes, just had major service inc 12 Months MOT, Fully Waxoyled **£8995**



2001 DISCOVERY TD5 GS AUTO In Bonatti Grey Metallic, Contrasting Grey interior, Factory fitted alloys, ECU Re-map, Tow gear, Just had a major service inc 12 Months MOT, Fully Waxoyled, Stunning condition and hard to find like this **£7995**



DISCOVERY 3 TO DISCOVERY 4 FRONT UPGRADE
Simmonites Are Now Offering an upgrade on the front of your trusty Discovery 3 to the Discovery 4 look, Front end conversion £2789.80 + £557.96 VAT , Rear end conversion £1196.73 + £239.34 VAT, Colour coded arches £329.16 + 65.83 VAT, Please call Mark for details on 01274 833351





55 PLATE DISCOVERY 3 TDV6 SPORT EDITION in Alveston Red metallic with contrasting Charcoal interior, Supercharged grill and alloys, Stainless steel side steps, 58,000 miles, Service history, Just had a major service inc 12 Months MOT, Stunning conditions and looks **£13,995**

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A BARS - LIGHT BARS

Discovery I & II Bumper mounted light bar £88.00

Defender grill mounted light bar – non air con £71.44

A Bar and spots from £143.89

Defender and Discovery roof mounted light bar £79.95

Black non air con £89.95

Black air con £119.94

NEW DEFENDER ACCESSORIES

07 Defender glove box £66.00

Defender Heavy duty bumper and fog lamps £250.00

Roof console for all Defenders without sunroof £126.00

Rear bumper corners 90 £119.94 - 110 £132.00

SVX Style front grill with spot lights and indicators £540.00

DEFENDER 5 PIECE PANORAMIC WINDOW CONVERSION

Update your Defender with this stylish window conversion which includes 2 side panel, 2 rear quarter panels and 1 rear middle window

Fitted price £795.00

Free courtesy car available whilst the windows are being fitted

LIGHTING UPGRADES

Clear side repeaters from £15.00 pair

Defender clear indicators £8.34 each

H4 Spare bulb and fuse kit £10.70

Headlamp bowls £12.00 each

Halogen Headlamp kit £30.59

Xenon bulb upgrades from £20.33

Crystal clear and Halo headlamps £35.99 pair

LED light bar 500mm £189.50

LED light bar 120mm £59.95

SPOT LAMPS & WORK LAMPS

8" 100W Wipac Spot Lamps from £53.94

5.5" Chrome Wipacs £30.00

Round work lamp & fixings £36.00

Rectangular work lamp & fixings £30.58

Round Stone guard £5.72

Wing mirror mounting bracket £12.00 each

Microline rectangular Fog / drivinglamps c/w covers £35.94

Ring Ice Blue Fog / Driving lamps £28.11

H.I.D kit all models from £195.00

LIGHT GUARDS & MOUNTS

Defender light guards from £66.00

Discovery light guards from £89.95

Range Rover light guards from £71.94

Freelander light guards from £66.00

KBX NAS light multi mounts from £57.42

KBX NAS multi light guard from £36.00

KBX single light guard from £24.00

KBX ACCESSORIES

Front grill & headlamp surrounds Satin Black from £204.00

Zambezi Silver, Brunel grey,

Santorini Gloss Black from £253.20

Hi Force Top vents (pair) Satin Black £60.00

Zambezi Silver, Brunel grey,

Santorini Gloss Black £72.00

Single side vent from £50.40

GRILLS & HEADLAMP SURROUNDS

S/S 3 piece headlamp surrounds £84.00

S/S Front grill £82.74

Standard Defender grill £21.54

S/S Headlamp surrounds £35.69 pair

TD5 Headlamp surrounds £25.48 pair

Discovery 300 TDI & TD5 Saudi spec grill >03 £195.00

OFF ROAD SUSPENSION

Tubular front shock turrets from £78.00

Heavy duty from turret securing rings £24.00

Cranked rear radius arms £138.00

Castor corrected front radius arms from £235.00

DISCOVERY SIDE STEPS

Discovery 1 Chevron Tread £192.00

Discovery 2 Chevron Tread £186.00

Discovery 2 Stainless Steel £240.00

Rear retractable step from £110.00

Disco3 Stainless steel tubes £276.00

FREELANDER SIDE STEPS

Freelander 1 rubber topped £180.00

Freelander 1 Stainless Steel £210.00

Freelander 2 Black & alloy £450.00

Freelander 2 Black tubes £396.00

Freelander 2 Stainless tubes £474.00

DEFENDER STEPS

90 Tomb Raider style steps £204.00

110 Tomb Raider style steps £240.00

90 Basket style side steps £210.00

110 Basket style steps £220.00

90 Stainless steel side tubes £234.00

110 Stainless steel side tubes £264.00

Single folding side step £40.80

Single folding rear step £40.80

NAS spec style rear bumper step £335.00

RANGE ROVER STEPS

Classic Chevron Tread £192.00

P38 Oasis pattern £240.00

Sport Chrome & Black £354.00

L322 Stainless steel tubes £300.00

L322 Black side tubes £282.00

L322 Black rubber topped £414.00

MISCELLANEOUS

Twin rear step fits on to tow bar –will fit all models

Zinc plated £24.46

Black coated £27.07

Universal wheel step £59.95

– Back by demand

SECURITY, PROTECTION & CHEQUER PLATE

Checker Plate – Available in either Black or Silver, 2mm or 3mm.Wingtops, Side sills, rear corners,cross member, Bumper treads, bonnet etc. Please call for prices.

Window grills
- Side sliding £102.07
- Small rear side £36.07
- Rear end door £66.00

NAS heavy duty Bumperettes £102.07

Rear corner Bumperettes £51.01

OFF ROAD PROTECTION

Diff guards £27.49

Diff guards 110 rear from £49.95

Tank guards available for most models from £71.44

Steering guards Steel from £83.94

Alloy from £99.60

Rock slider & jackable sills with or without tree nerfs from £162.00

WINCHING ACCESSORIES

Fix it kit £11.04

Off road kit – basic £90.00

4 ft High Lift jack (as shown left) £71.94

Hi Lift Mate £38.40

Off road base £48.00

Champion Winches 9500 & 12000 lb from £414.00

Jack Rack £25.54

Off road kit – Advanced £108.72

Terrafirma winch bumpers from £354.00

SUSPENSION

Terrafirma +2" lift kit from £234.00

Parabolic springs SWB £354.00

Parabolic springs LWB £390.00

P38 Coil conversion £420.00

Discovery II Coil conversion £120.34

Range Rover Classic coil conversion £270.00

Air helpers from £107.94

Air helper compressor £150.00

Dislocation cones from £60.00

Poly bush kits from £91.86

GIFTS

Various Key rings from £25.95

Baseball caps in a variety of colours £24.00

Various Die cast models from £18.00

4 Children's story books £9.99 each

Stoneware mugs in a variety of colours £15.94

EXTERIOR ACCESSORIES

Defender wheel arch spats (std) £120.00, Extended £222.00

Discovery body moulding rubbing strips plain £185.78 with bright insert £223.79

African spec spare wheel carrier £188.94

Defender, Discovery & Freelander Bike racks from £84.00

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Clock surrounds TDI/TD5 **£84.00**



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- Interior seat reclining handles **£78.00**
- Air vent knobs 2002 on **£58.55**
- Door locking pegs **£90.00**



Window winder surrounds **£52.80**



Gear knob R380 or LT77 **£30.00**

DEFENDER INTERIOR

Rev counter TDI **£246.00**
Rev counter TD5 **£258.29**





14" vinyl steering wheel & boss **£68.89**

Loc box available in black, grey vinyl or techno cloth from **£186.00**



Standard cubby boxes **£71.44**
Security cubby box with radio housing **£234.00**



COUNTY CONVERSION



Alpine roof window kit **£136.51 pr**
Side sliding windows plain **£211.14 pr**
Side sliding windows tinted **£240.00 pr**
Rear rubber load area mats from **£68.84**
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3 point harnesses **£49.20** each
Inner window surround trim kit **£330.00**
Front Roof Head Lining 90/110 **£175.00**
Rear Roof H/lining 90/110 **£195.00**
Rear head lining finisher **£49.95**



Seating and others available - please call for details

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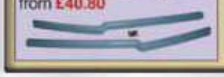


Discovery I / II roller blinds from **£240.00**



Freelander 1 armrest from **£84.00**

Discovery 1 dash repair kit from **£40.80**





Freelander 2 cubby box / arm rests from **£102.00**

UNIVERSAL INTERIOR ACCESSORIES

Seat covers front from **£45.00**
Seat covers rear from **£30.00**
Rubber front floor mats from **£45.00**
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16" Boost wheels (new) **£102.00**
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16" Deep dish wheels (refurbished) **£49.95** **
16" Tornado wheels (new) **£96.00**
16" Tornado wheels (refurbished) **£49.95****
** Refurbished wheels are sold on an exchange basis, surcharges will apply**



STEEL WHEELS



1) 16" Wolf rims Black **£69.00**
2) 16" Wolf rims White **£60.00** –take off
3) 16" Black Modular **£45.00**
4) 16" Silver Modular **£45.00**
5) 16" White 8 Spoke **£45.00**
6) 16" Series / Defender / RRC refurbished
Exchange wheels from **£44.95**



ALLOY WHEELS



20" Auto-biography Alloys **£180.00**



20" Stormer Alloys **£174.00**



18" Hurricane Alloy **£162.00**



20" New style Stormer **£180.00**



New style 16" Defender Sawtooth alloys **£156.00**



Zu Rims from **£156.00**

TYRES



BF Goodrich MT from **£132.00**	Insaturbo Special track from **£90.00**	General Grabber AT2 from **£132.00**
BF Goodrich AT from **£126.00**	Insaturbo Sahara from **£89.40**	General Grabber UHP from **£93.60**
Insa turbo AT from **£89.95**	Insa turbo MT from **£90.00**	Goodyear Wrangler MTR 235/85 x16 **£132.00**

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SPACERS & ADAPTORS

Hub nut spanner **£8.34**



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Wheel Spacers to suit most models from **£192.00**

Heavy duty wheel braces from **£10.38**

Locking wheel nuts all models from **£40.80**

Freelander wheel shims **£59.95**

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Spare wheel covers – most sizes from **£30.59**
Service kits all models from **£15.00**
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Fronts from **£40.80** all models
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16x7 TFX DEF/ D1/RRC in Silver, Gun metal Grey or Black **£159.99**

16x7 Dakar DEF /D1&2/ RRC & P38 Black or silver from **£162.00**

6x7 RVS D2/ P38 in Black or Anthracite **£160.00**

16x7 RVS DEF/D1/ RRC in Black or Anthracite **£150.00**

Bead lock rings and bolt kit set of 4 **£450.00**

16x7 Offender DEF/D1/RRC **£132.00**

RECONDITIONED AXLES

Disco/RR/Def fronts from **£995.00**
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Recon Axle casings from **£375.00**

NEW Defender front Axle ABS or non ABS Complete assy £1378.71
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ALL UNITS SOLD ON AN EXCHANGE BASIS

CHECKER PLATE

Wingtops with aerial hole **£73.02**	Bonnet protectors early and puma models from **£71.94**	Side sills for 90's and 2 & 4 door 110's from **£59.95**
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3mm in Black or Silver anodised complete with fixings, 2mm also available. All sold in pairs

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Series Gearbox from **£714.00**
LT77 Gearbox **£570.00 ***
Freelander from **£522.00***
R380 Gearbox Disco / Def **£660.00***
R380 Range Rover P38 **£720.00***
Freelander 2 Rear diff **£594.00**
Transfer boxes Def / RR / Disco from **£595.00***
Differentials all models from **£234.00***
Clutch kits from **£79.95**
NEW Prop shafts all models from **£58.75**
ALL UNITS SOLD ON AN EXCHANGE BASIS

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Defender Cruise control kits

basic or factory fit from **£168.00**

Jerry cans in a range of sizes and colours

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Holders, spouts and seals also available

Bulkhead removal bar for extra room

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TERRAFIRMA LIGHTING

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£101.94 or HID Xenon spot lights **£190.74**

LED work lamp multi voltage

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ECE 7Inch Round PR

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DONEGAL ADVENTURE

The north-west tip of Ireland is a greenlaning paradise, says Russ Ryan

Pictures: Russ Ryan and Mark O'Toole


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Most of us greenlaners are keen outdoor enthusiasts and are always drawn to wild and beautiful landscapes, but unfortunately these areas are getting increasingly difficult to reach with more tracks being closed and as a result leaving fewer remote areas to explore. Luckily in the north-west of Ireland this is not the case with an abundance of remote Greenlanes waiting to be explored in the gem that is County Donegal.

Donegal is famous for its rugged mountains and rough pasture that cover seventy per cent of the county with remote tracks that meander through a staggering 1.2 million acres or five hundred hectares of remote land. This stunning part of Ireland with its lake-filled valleys, unpolluted seas, vertical sea cliffs, expansive windswept moorland, craggy coastline and sandy beaches, is an ideal wilderness for exploring in your Land Rover.

This was a part of Ireland that I was not familiar with and I was keen to check out some of its famous remote wilderness. Following some research online I was delighted to come across the Greenlane Donegal website. This very informative website that was set up in 2014 provides plenty of information that will help you plan your adventure in Donegal, with details on information points and relevant information that will advise you on greenlaning in general.

We contacted Shane Gallagher, the founder of this exciting initiative, through the Greenlane Donegal Facebook page and he immediately got back to us. After a couple of emails Shane generously agreed to give us a tour of his patch over a weekend, and we were very excited about exploring these ancient tracks with somebody who knows this part of Ireland like the back of his hand.

We agreed to meet Shane in the Glenveagh National Park – the perfect place to give us a taste of what was in store over the coming days. With its spectacular surrounding scenery the Glenveagh National Park is one of six national parks in Ireland. Situated in the Northwest of Co. Donegal, Glenveagh encompasses some 16,000 hectares in the heart of the Derryveagh Mountains. We met Shane in the visitor centre car park, he said he would be driving a very recognisable Defender 90 and we had no problem identifying his Land Rover as it stood out amongst the rest of the vehicles parked up.

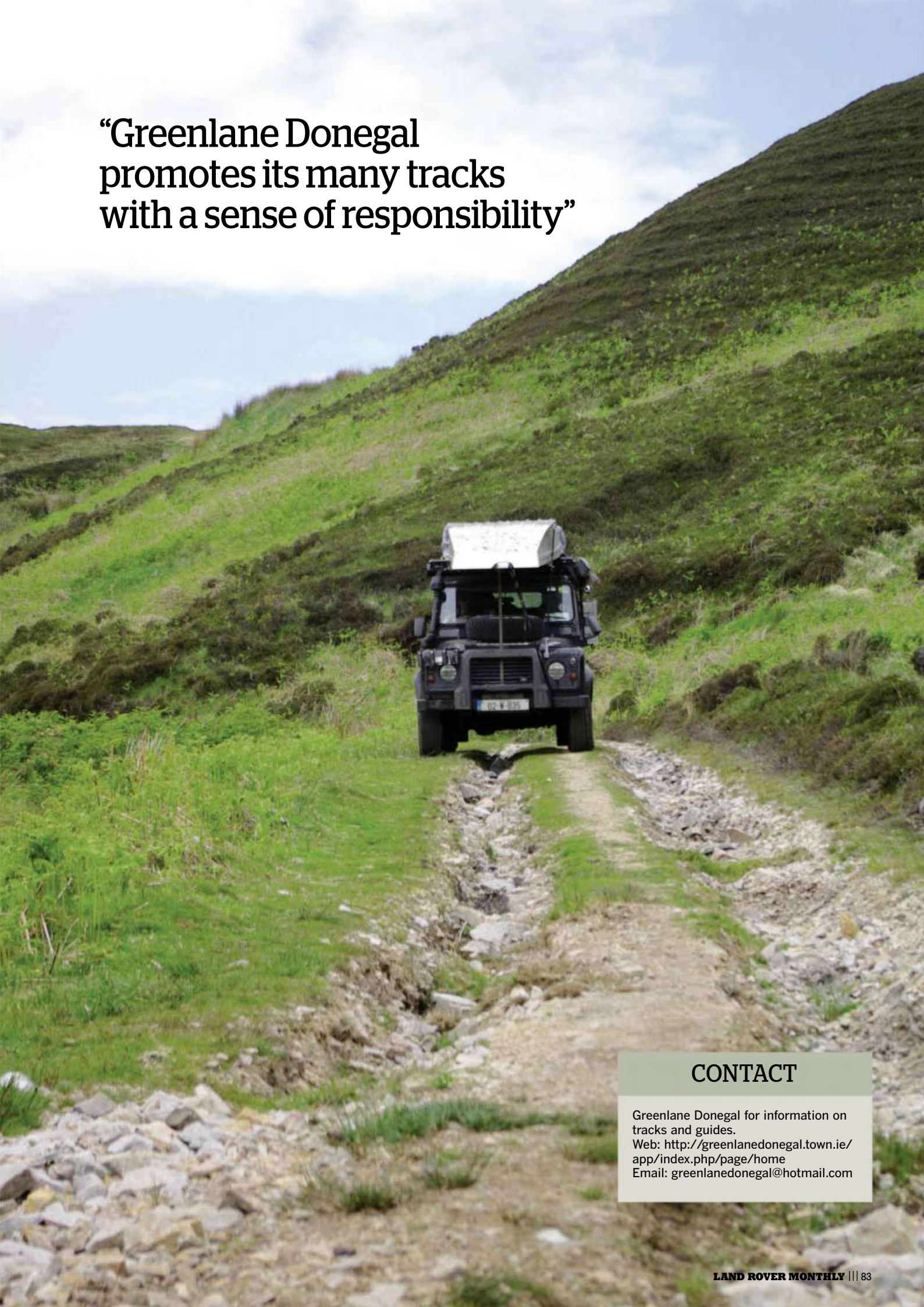
After our introductions Shane gave us an overview of what we would be tackling over the next couple of days and he also gave us an insight into what Greenlane Donegal was all about. He highlighted that as a voluntary group Greenlane Donegal want to approach promoting Donegal and its many tracks with a sense of responsibility for the landscape and the environment while promoting and raising funds for the work of the Donegal Mountain rescue. Shane went on to explain that they seek to promote the proper use of actual existing trails and tracks and encourage members of the public to contact them on any aspect of greenlaning and particularly any misuse of lanes or tracks. "Really it's all about preserving, conserving and exploring the ancient byways of this beautiful County."

He also informed us that Greenlane Donegal have completed a booklet for the general public that explains the greenway laws in Ireland. They decided to do this









"Greenlane Donegal promotes its many tracks with a sense of responsibility"

CONTACT

Greenlane Donegal for information on tracks and guides.
Web: http://greenlanedonegal.town.ie/app/index.php/page/home
Email: greenlanedonegal@hotmail.com









"Rolling hills in the distance, blue skies and rugged lan

mainly because many landowners/occupiers and recreational users are generally unsure about their obligations and responsibilities. This excellent leaflet provides information on the Occupiers' Liability Act, 1995, and access to land for recreational use and related matters. It is aimed at landowners/occupiers and everyone who uses the Irish countryside for recreation and can be downloaded from their website. The interactive online booklet offers lots of helpful hints and tips.

You could tell from first meeting Shane that he was passionate about this project and it was impressive to see the amount of work that Greenlane Donegal have done to date through their website and freely available information. After an interesting chat with Shane it was time to crank up the Land Rovers and go and explore this rugged landscape. Shane would be taking the lead in his 90 with both Mark and myself in tow in our Defenders.

Our Donegal adventure would incorporate first tackling the Glenveagh National Park and the surrounding green lanes and mountain tracks and then making our way to explore the tracks near Sheephaven bay before finally arriving at the Inishowen peninsula. It's pretty much as far north of the County as you can go and the most northerly point in Ireland.

Glenveagh National Park, was a great introduction into what was to come. As we wound our way through the dry bog tracks it

ESSENTIAL INFORMATION: DONEGAL

Where
Donegal is one of the largest counties in Ireland at 85 miles long and 41 miles wide with many islands. It covers an area of 1.2 million acres (c.500,000 hectares). Two-thirds of the land consists of rough pasture and upland bog between 600 and 2000 feet above sea level.

Getting There
There are plenty of ferry services from the UK, including P&O ferries that run three sailings per day from Liverpool to Dublin. Other routes include Holyhead (Wales) to Dublin and there are also several ferries to Northern Ireland from the UK.

Weather
The North Atlantic drift brings warm waters, giving Donegal a temperate climate even at these northern latitudes. The best weather is often had at the end of April, beginning of May and again at the start of September. When a duration of dry and sunny weather arrives Donegal looks subtropical in its lush appearance. This is especially true with the algae blooms from April turning the water from blue to turquoise and bringing basking sharks, whales and other plankton eaters to our shores.

Staying There
There were a good variety of campsites along the way. Our first campsite was on the side of a mountain overlooking Sheephaven and the second a pier in the remote fishing village of Leenan.

Lane Conditions
Some of the tracks were challenging, but overall a standard Land Rover would be able to manage some of these spectacular greenlanes.
A lot of Donegal lanes are privately owned, but are public rights of way at the minute. Please help us maintain that right by driving sensibly and respecting the owner's property.



dscape ahead – this was the start of a real adventure"



was not long before the vehicles were put into low range. The scenery immediately gets your attention as you progress along the track, with the rolling hills in the distance the blue skies and the rugged landscape ahead, you could not help but feel that this was the start of a real adventure.

We were very impressed with the first couple of hours and the endless miles of green lanes covered. Later that afternoon Shane informed us over the radio that we would be hitting the tarmac for a bit before reaching the next batch of tracks. The environment up here is always changing and you are never too far from the mountains and the views of the Atlantic Ocean. After spending the rest of the evening tackling the steeper tracks that overlook Sheephaven bay we then headed for our first wild campsite. Shane took us up along a hill track to our camp that provided some spectacular views of the bay and surrounding coastline below. It was a cracking evening and as we got the fire going, it was then out with the rotisserie for some crackling pork. The views of the sun going down over the bay as we tucked into our dinner was the perfect end to our first day exploring Donegal.

Shane left us that evening and agreed to meet us at our camp on the side of the hill first thing in the morning. After a good feed and even better night sleep the sound of Shane's perfectly tuned Td5 engine making its way up

"One of the local fishermen kindly offered us a whopper of a crab for our tea"



towards where we had camped was our alarm call. After throwing a few of the famous and locally produced Mickey Joes sausages on the hotplate, we discussed the plan for the day over a cup of coffee with Shane.

We would be heading for Inishowen Ireland's largest peninsula, the peninsula is also Ireland's most northerly point. We would also be visiting the Grianan of Aileach, a ring fort that served as the royal seat of the Kingdom of Ailech. This part of Donegal is steeped in history and spectacular scenery. Shortly after arriving on the peninsula we went straight to the see the Grianan of Aileach fort, this historic structure is located on a hill top with spectacular views of the coastline. The main structure is a stone ring fort, thought to have been built in the sixth or seventh century. It has been identified as the seat of the Kingdom of Aileach and one of the royal sites of Gaelic Ireland. Today, the site is a National Monument, a tourist attraction and a must visit.

After a good look round we then took the 100 mile scenic route. This route passes Dunree beach and Dunree Fort (military museum) with some cracking beaches to be enjoyed along the way. We then turned inland through the spectacular Mamore Gap (between the Urris Hills and Raghtin More mountain), before arriving at the remote Leenan Bay. Leena is a picturesque coastal fishing village and would be our camp for the night. We decided to camp on the pier and throw a line out as the fishing was supposed to be pretty good here. We had just set up







camp when one of the local fishermen kindly offered us a whopper of a crab for our tea. We got on with the fire and a pot of boiling water to cook our generous offering, together with a quick wheat bread made from some flour I had in the landy.

We threw another line, sat back around the fire and watched a couple of Polish lads catch a load of fish. We didn't have as much luck, but we weren't too bothered as we chatted to some of the local and friendly villagers who came down to check out our vehicles.

This was the perfect end to a great weekend of exploring the greenlanes and the remote landscape that makes Donegal unique in Ireland. It's easy to see why Shane is passionate about his County and who wouldn't with its endless remote tracks and beautiful rugged coastline, with literally a surprise around every corner. It's hard to believe that Greenlane Donegal is only operating as an entity for just over a year with the abundance of information on its website. You can see that the lads who are developing it, headed up by Shane, are committed to sharing what their County has to offer to the rest of the world.

We say our goodbyes to Shane and thanking him for his hospitality and time in showing us around his patch, but we knew it wouldn't be the last good bye. If there's one thing we can say for, it was that we would be returning very soon as we only just got a taste of what this remote part of Ireland has to offer. For more details on Greenlane Donegal check out their very informative website and information guides on www.greenlanedonegal.ie .

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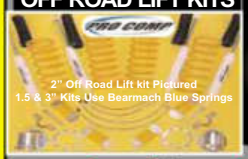
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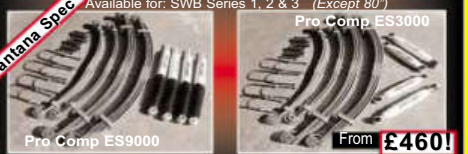
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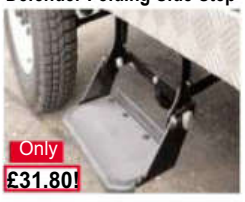
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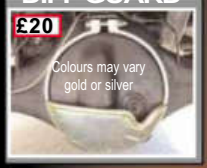


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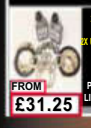
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EVOLVE, NOT REVOLVE

Four years after launch, Land Rover updates the Evoque according to customer feedback

Story: Louise Woodhams Pictures: Land Rover



It is a pleasant 24 degrees outside, with not even a hint of a breeze and clear blue skies. I knock back my second coffee of the day – an inadequate dose of caffeine considering I had been up since 4.15am – and console myself with the fact I am in Barcelona. Also I have the keys to the brand-new Evoque and in an hour I will be at the Land Rover Experience Centre in Les Comes. Yes, that is right, the transport of choice for yummy mummies to deliver their children to prep school in, is going for a bit of a jaunt on the rough stuff. And as I was hoping, it delivered the same exemplary level of capability that we are used to from Range Rover.

Realistically, the percentage of Range Rover's chic baby SUV ever going off-road is probably zero. The point is if it wanted to, it could. That is not to say however, that it made me feel a little uncomfortable driving a sparkling new Evoque between narrow rock crevices and through deep water troughs. Once I had got over the fact the Evoque was highly capable – even wearing normal tyres – and that I was not going to graze the bodywork, puncture a tyre or damage the suspension, I began to enjoy what was the most extreme off-road session I had ever encountered.

With 60 km of forest tracks across Catalonian's rugged landscape, it is the ideal location for testing the new Evoque to its limits. With cleaner engines on customer's wish lists, together with refinement improvements, the biggest change is the replacement of the old 2.2 diesel engine with Jaguar Land Rover's (JLR) new Ingenium 2.0-litre unit from the Discovery Sport. Available in two states of tune, 150 ps and 180 ps, we are here to drive both in six-speed manual 2WD and nine-speed automatic



4WD configuration. The engine transforms the Evoque into the most efficient Land Rover ever made, with an improvement of almost 20 per cent on the original model, which, by the way, has clocked up nearly half a million sales in the past four years. Can you believe it? The Evoque is also offered with the 240 ps Si4 petrol engine, although we would not have the opportunity to drive this today.

Whilst more challenging for the driver and necessitated slipping the clutch to get across the some of the more rutted declines, the two-wheel-drive variant showed its worth off-road and without compromise as much as four-wheel-drive. Smell of burnt clutch aside, we would recommend the 4x4 version however, as it also comes with Land Rover's latest electronic off-road system, which has now been enhanced to include the sophisticated All-Terrain Progress Control (ATPC). It maintains a pre-determined speed that can be dialled from the cruise control buttons in forward or reverse gears between 1.1 mph and 19 mph. It is very impressive and teamed with the auto box choosing the optimum gear for me all I had to do was marry the instructors' hand signals with my actions on the steering wheel. Talking of which, the auto box is excellent, and really comes into its own when off-road driving. Whilst the manual enjoys a super smooth short shift action, the new Ingenium engine works far better with the nine-speed auto. This transmission however, is only offered in combination with the 180 ps engine and four-wheel drive, which although is the best combination adds a hefty £4400 to the cost. A somewhat clever move from JLR given the manual will account for only around 10% of sales, with the vast majority of buyers likely to opt for the nine-speed auto option instead.



"The Evoque has clocked up nearly half a million sales"

As well as ATPC we also made use of the other driver assistance wizardry such as the available throttle map settings for different terrain (offering six settings: General, Dynamic, Grass/Gravel/Snow, Mud/Ruts, Sand and Rock Crawl) and Hill Descent Control (HDC). The system, which debuted on the Discovery Sport is sublime, and can also be adjusted in the same way via the cruise control buttons. At its slowest setting, it reduces the speed of the descending Evoque to a crawl and reacts in a nanosecond – perfect for when you are also have to avoid great big rocks. As well as HDC, all models come with multiple airbags, stability, traction control and automatic emergency braking. And if you want to spend more money making your Evoque even safer then optional items include the likes of Lane-Keeping assist, Autonomous Emergency Braking and Attention Assist Estimation, which monitors steering inputs to detect when a driver is at risk of falling asleep at the wheel.

We also got to test the Evoque's wading performance. The recommended wading depth of the new model is 19.6 inches, and with the Wade Sensing system providing a real-time display of the water level around the vehicle we would be warned via a message on the touch screen and an audible signal if we went too deep. It is a clever unit, which uses ultrasonic sensors fitted in the exterior mirrors to measure the distance from the mirror to the water surface, and then calculates the depth of the water taking into account any forward or backward tilt of the vehicle. It is useful for water crossings like fords and navigating any roads which have been flooded, especially in the dark, but not recommended for extreme off-roading, when the water depth might change too suddenly for the system to warn the driver in time.

We also got the opportunity to drive both models on Tarmac, and on the twisty roads that surround Montserrat, a uniquely formed multi-peaked mountain, it felt very

Right: The deep water trough allowed us to test the Wade Sensing sytem






RANGE ROVER
MTK LR 323


RANGE ROVER
MTK LR 330



Below:
The new Evoque felt just as home on difficult terrain as it did on twisty mountain roads



"Catalonian's rugged landscape is ideal for testing the Evoque"





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car-like to drive. There is little body roll in the corners, the steering is light and accurate, and if offers a decent level of ride comfort. Thanks to stiff cylinder blocks and decoupled injectors ensuring lower levels of vibration and noise intrusion, the new diesel engine is a lot quieter than the previous version making it feel more refined. We would definitely opt for the 180 ps version. You can feel its urgency from below 2000 rpm and at high revs there is a wide band of pulling power that is easy to exploit, and great for over-taking. On the motorway it settled down nicely to a relaxed 1850 rpm.

It goes from zero to 62 mph in nine seconds – 2.2 seconds quicker than in 150 ps guise, yet costs the same to tax and still returns a respectable 55.4 mpg and CO2 emissions from 134 g/km. Service intervals for the TD4 engine have also been extended from 16,000 miles to 21,000 contributing to lower running costs, and with sector-leading residual values, it is estimated to bring owners up to around £3700 savings over three years.

The new Evoque will be the first Land Rover vehicle to be designated as an 'E-Capability' variant. The most efficient models will wear a blue Evoque badge; applied to the eD4 109g/km (three-door) and 113g/km (five-door) front-wheel drive derivatives. The sportier TD4 Dynamic versions have their badges in red, and looks set to continue as Land Rover's top seller.

Aside from a new engine, the 2016 model also gets a mid-life facelift, which includes a new front bumper, two new grille designs available in a range of finishes, all LED adaptive headlamps, new tailgate spoiler and three new alloy wheel designs. Optional new roof fins feature an integrated 3G antenna. Having established, and then dominated the luxury compact SUV sector the challenge was to evolve the design rather than dilute it.

Inside there is new seats and door casings, redesigned instrument binnacle, new infotainment system accessed via an eight inch touchscreen (which is poor by InControl Pro standards), the introduction of new soft-touch materials and a hands-free opening tailgate. A head-up display can be ordered as an option, as can massaging front seats, which are standard on higher grade versions.

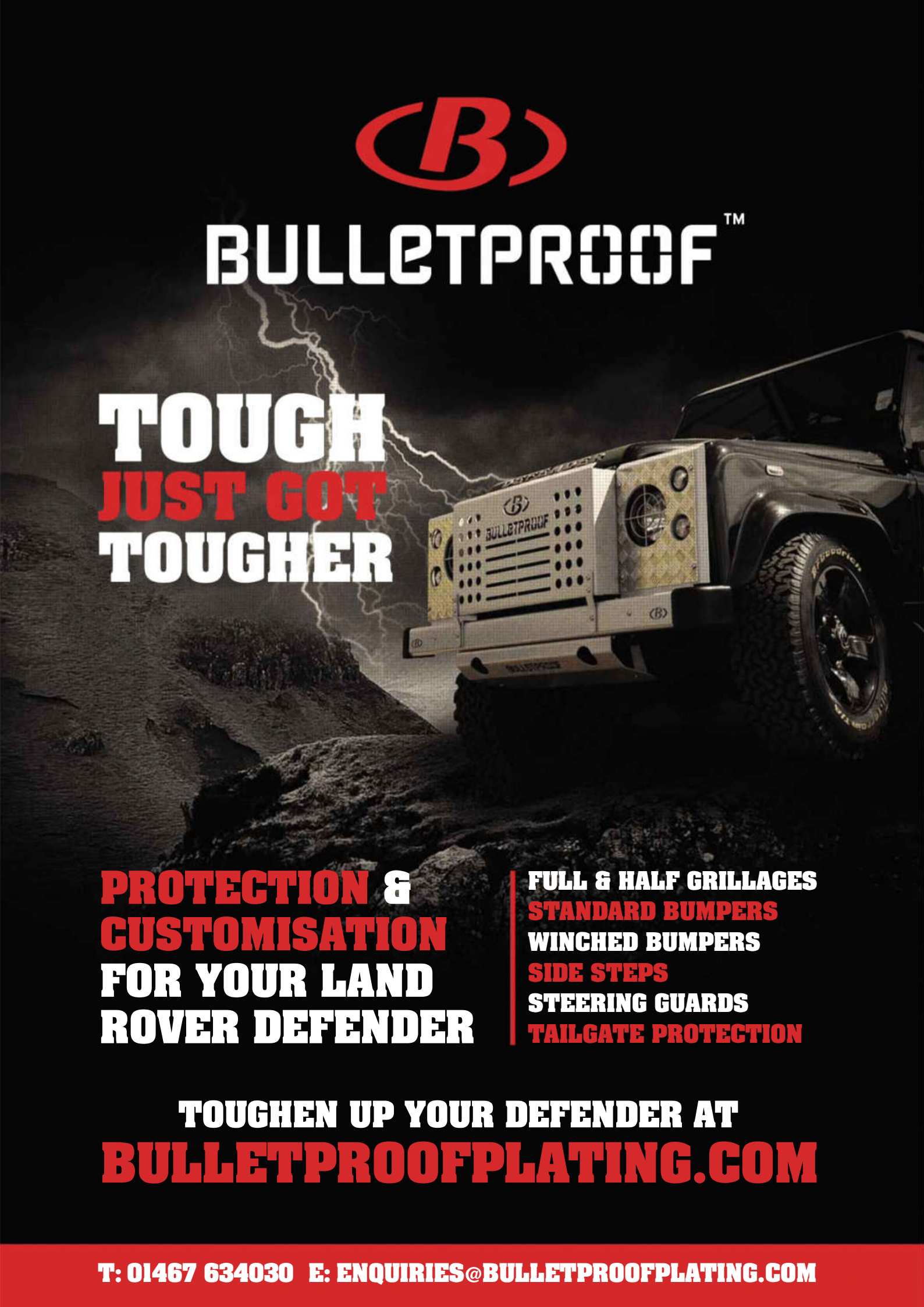
The new Evoque is priced from £30,200 for the basic SE trim level – an increase of £995, to £51,800 for the range-topping Autobiography edition. Styled to impress, with genuine go-anywhere ability far beyond what any owner is likely to discover, it looks as though the Evoque – four years after its birth – will still be able to uphold its accolade of being the best-selling Land Rover ever.

TD4 SE AUTOMATIC 4WD 180 PS

Engine size:
2.0-litre diesel
Price from:
£34,600
Power:
180 ps at 4000 rpm
Torque:
317 lb-ft at 1500 rpm
0-62mph:
9 seconds
Top speed:
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Fuel economy:
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CO2:
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Clam includes: Pump, fuel unions



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Part No.	Pump No.	Description	Price
STS504	476087	Silver top	£64.98
STC505	476530	Competition silver	£67.85
RTW506	480532	Red top	£71.30
BTP001	480534	Blue top	£79.50



from £44.95

CUBE PUMP KITS

Pump Kit No.	Pump No.	Price
40105 - K	40105	£44.95
40106 - K	40106	£45.54
40107 - K	40107	£50.49

Kits include: Pump, fuel union, filter union & rubber mounting kit

CYLINDRICAL PUMP KITS

Pump Kit No.	Description	Price
476087 - K	Silver top	£79.00
480530 - K	Competition silver	£81.20
480532 - K	Red top	£85.00
480534 - K	Blue top	£94.70

Kits include: Pump, fuel unions, rubber mounting kit & spare fuel filter element



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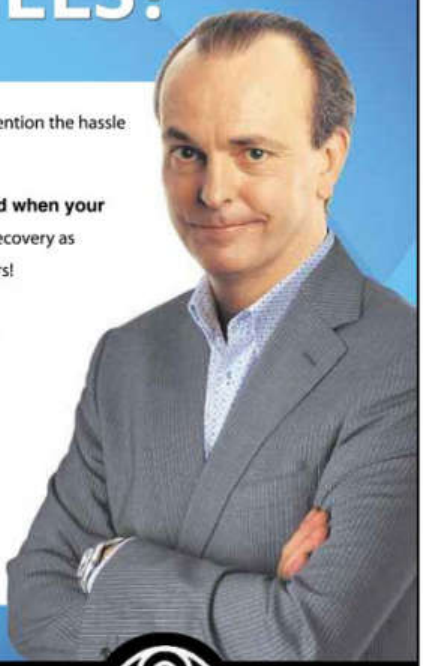
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SPIT & POLISH

Polish military police Land Rovers

Story and pictures: Bob Morrison



"The belly plate provides mine protection"

Polish Military Police Soft Top on parade in Warsaw in August 2015 - note seating arrangement and side-hinged tailgate

IN OUR March 2013 issue we took a brief look at the interesting Defenders used by Poland's Oddział Specjalny andarmerii Wojskowej, the Military Police Special Branch, using photographs taken by my German colleague Clemens Niesner during a training exercise in the autumn of 2012.

The OS W wing of the Polish gendarmerie works closely with Special Forces Command in anti-terrorist roles in addition to providing security for VIPs such as the President of the Republic, the Minister of National Defence and the Chief of the Defence Staff.

While researching my 2013 article I discovered that a total of 140 Defenders in total were procured in the middle of the last decade by the andarmerii Wojskowej (Military Police) or W, as a whole and not just for OS W.

However, on client confidentiality grounds, neither Jaguar Land Rover in Warsaw, who supplied the Core models, nor long-term dealers TEAM Marek Pasierbski in Wrocław, who undertook the conversions, were able to discuss specifications or go into detail with me. So, questions had to wait until I was given the chance to photograph and examine the vehicles for myself.

My first opportunity to photograph one of these unique Station Wagons arose during Exercise RYS '14 last November, on the aga Training Area at wi toszów, where one was working closely alongside British Military Police hard top 110 Defenders on manoeuvres with 12th Mechanised Brigade.

However, it would not be until this June that I was able to both photograph a typical soft top W Defender 110 and discuss Polish MP Land Rovers with end users during the multinational Exercise NOBLE JUMP '15, which was also held at wi toszów.

In addition to a number of Station Wagons being used for typical MP tasks during the Distinguished Visitors Day, two immaculately turned out Land Rovers were presented on the static stands following the three-phase dynamic display by Special Forces, Air Assault Forces, and Armoured Forces. Lithuanian SpecOps WMIK 110s participated in the first phase (see last month's issue) and Czech Para KAYMAN 130s (see September) took part in the second.

After the NATO Secretary General, senior politicians and NATO top brass visited the W stand, I grabbed the opportunity to ask my questions of the military policemen. Like most, they rely on Land Rovers to do their job, and they were more than happy to talk shop.

The first thing I established, after confirming that they actually liked their vehicles and had no major issues with them, was the precise age and specification of the fleet. This was easy to do. Not only were the VIN plates easily visible through the windscreens and the users happy for me to photograph them for research purposes, but data boards with basic specs were also provided in English and Polish.

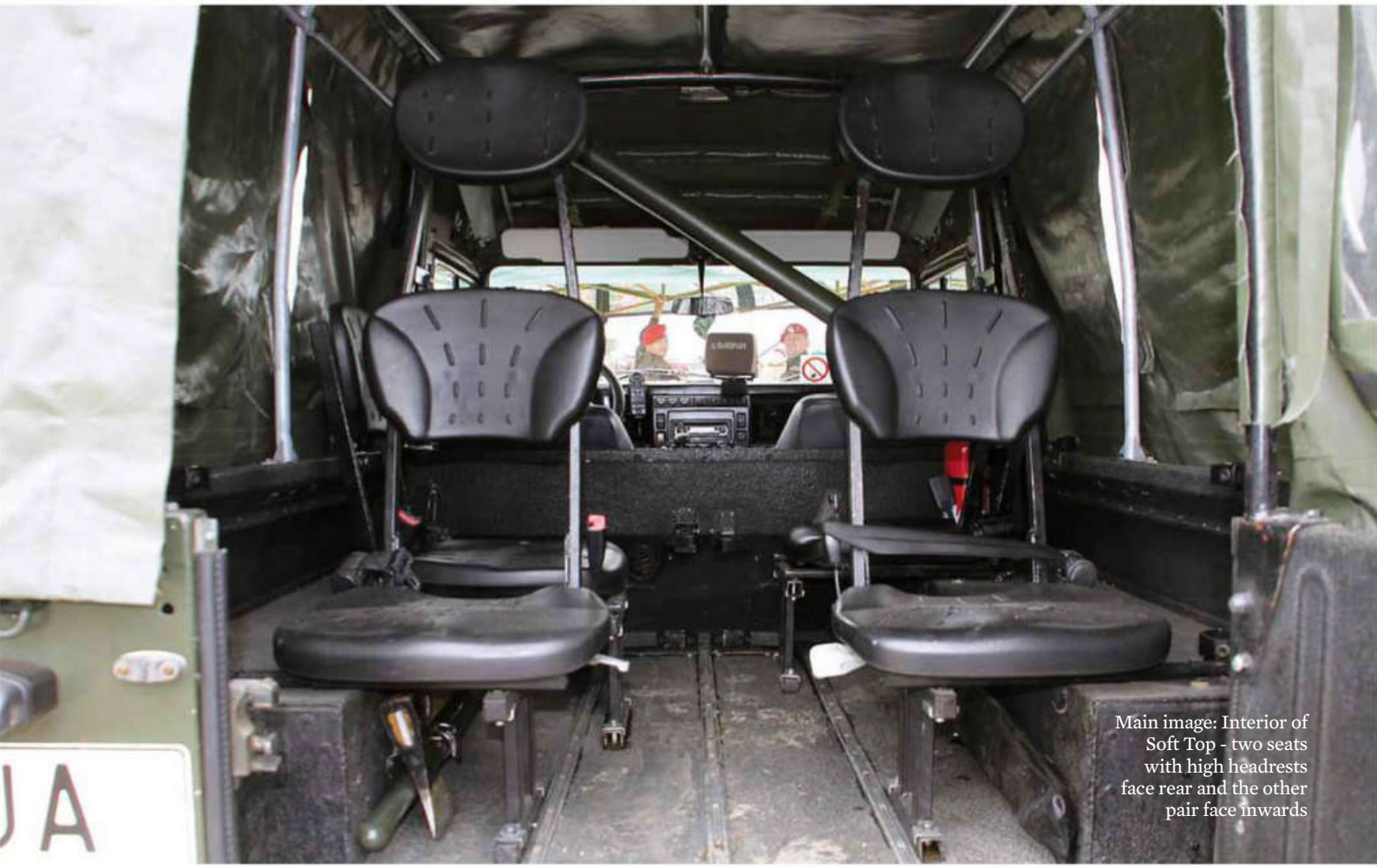
The Polish MNoD categorises the MP Defender as being a Samochód Interwencyjny, which translates literally as Intervention Vehicle, but it is probably best to consider this as patrol vehicle. They do not use the term Station Wagon, but call this version a Hard Top to differentiate from the Soft Top. The former has a seating capacity of eight, including driver and commander, whereas the latter seats only six.

When I looked through the windows of the MP Station Wagon (Hard Top) working alongside 12 Mech on RYS '14 (known as Ex. BLACK EAGLE to UK participants) I noticed not only that the four rear seats were individual and inward-facing, but also that the second row of forward-facing seats had box section uprights, to which seat back panels and high-line head restraints were fitted.

In the rear of the MP Soft Top, which one of the NCOs kindly opened up to allow me to take photos, there are two inward facing single seats without head restraints and the two seats at the very back are not only rear-facing , but they have the same high headrests as the second row of seats in the Station Wagon.

As I am sure most readers will have spotted, the roof of the Polish Station Wagon is considerably higher than usual, as is the canopy and cage of the Soft Top. This provides considerably more headroom inside both vehicles, allowing taller troops to wear combat helmets inside without discomfort.

The data boards stated that these Defenders are powered by a 2495cc 5-cylinder diesel engine through a 5-speed manual gearbox and this is confirmed by the VIN plates, which



Main image: Interior of Soft Top - two seats with high headrests face rear and the other pair face inwards





1: Unique side lockers are manufactured by Italian company BAWER
2: Bumper-mounted self-recovery winch is plated TEVOR but is made by Ramsey Winch in the United States

indicate Model Year 2006, Left Hand Drive, 2.5-litre Td5 on standard, rather XD chassis. Maximum speed indicated by the user is 129 km/h, which is a smidgen above 80 mph, with output given as 120 hp at 4200 rpm.

When I last wrote about these vehicles I stated that the roof was about 150 mm higher than that of the Wolf, which is slightly taller than a standard civvy Defender. The Polish MNoD has interestingly given us a height for their Station Wagon, which is 1997 mm, and their Soft Top is given as being from 2035-2059 mm, presumably based on whether or not there is cargo in the rear.

Unfortunately, I do not believe these figures to be accurate and suspect they have been lifted from Land Rover's standard core model sales literature, meaning the higher roof and canopy lines have not been allowed for. I am still inclined to run with my 150 mm estimate, though with hindsight I wish I had taken a tape measure to Poland.

There are a number of other visible differences between Polish MP and British Army Defenders, not least of which are the side lockers on the Soft Top, jerrycan racks on both vehicles and the self-recovery winches.

The latter, which are mounted behind an enlarged front bumper with tubular brushguard above, are plated as Tevor winches. This company, based in a small town about 93 miles south of Warsaw, is a general distributor for Ramsey Winch of Oklahoma.

The side lockers, which protrude roughly in

DECLASSIFIED



UK PARA WMIK

A QUARTER of a century ago the Iron Curtain had fallen, Coalition Forces were gearing up to kick Saddam Hussein out of neighbouring Kuwait and the Land Rover Ninety / One-Ten family was re-branded as the Defender. Shortly after this Land Rover's Government & Military Operations team proposed the Project JUNO militarised Discovery variant, but the programme stalled with commentators suggesting commercial pick-ups would never be robust enough for conventional military users. Roll forward to 2015 and militarised civilian Volkswagens and Nissans now serve with NATO armies. Watch this space.



All Military Police Station Wagons have a roof rack and rear access ladder

MISSED OPPORTUNITY

DEFENDERS ARE in the minority with the Polish Army, with the bulk of their medium and light utility 4x4 fleet being comprised of Tarpan HONKER and UAZ 469 vehicles. The HONKER, named after a famous operation by Polish 2nd Corps during the final battle to capture Monte Cassino in WWII, evolved in the mid-1980s out of an earlier state-manufactured pick-up truck produced by the Poznan-based FSR (Fabryka Samochodów Rolniczych or Agricultural Vehicles Factory) intended mostly for public service and public utility use during the Communist era. In 2013 the Polish Ministry of National Defence commenced Project TARPAN (the name comes from a breed of extinct wild horse used by the Tartars) to investigate the future replacement of its ageing LMV (Light Multi-purpose Vehicle) 4x4 fleet and this July it invited tenders for the supply of 841 softskin vehicles in the 3500kg GVW category plus 41 armoured variants. Originally the Defender was one of several vehicle makes proposed for this contract, but the forthcoming cessation in production has ruled this out.

line with the wheel-arch cheeks, were made by Italian manufacturer BAWER, who produce a wide range of pressed steel stowage boxes of different sizes and shapes for heavy lorries, but there are no lockers similar to this in their latest catalogue.

Unlike on the Wolf 110 and some other military Defenders, which have lockers in the same position, these are not intended for jerrycans. These are carried in racks behind the rear wheels and a half-height can is usually carried on the right side to allow easy access to the fuel filler.

The Polish Military Police Station Wagon, or Hard Top, model is less utilitarian than the Soft Top, being equipped with air-conditioning and a Webasto heater. Parts of Poland can get a bit nippy in winter, but become very warm at the height of summer, so these two items are a bit of a necessity for patrol vehicles.

They are also fitted with Garmin GPS, as are the Soft Tops, and radio telephones for Police communications. A military convoy light is mounted on the lower left rear and a red and blue light bar is mounted above the cab on both Defender models.

Most Polish Military Police vehicles, including cars and minibuses, but with the exception of covert vehicles such as Discoveries, are identifiable by a deep white bar on each side with the italicised initials ZW (note there is a bar through the Z) on the front doors. These initials are also found on the light bar. Paint colour is usually matt NATO Green IRR but, as in the case of the vehicles in the lead image for this photo, highly polished examples are sometimes presented for displays or parades.

"They rely on Land Rovers to do their job"

1



2



1: Sitting alongside a Czech Defender the raised roof is obvious
2: The canopy hoops of the Polish Soft Top are much higher – note the side-hinged rear wheel carrier

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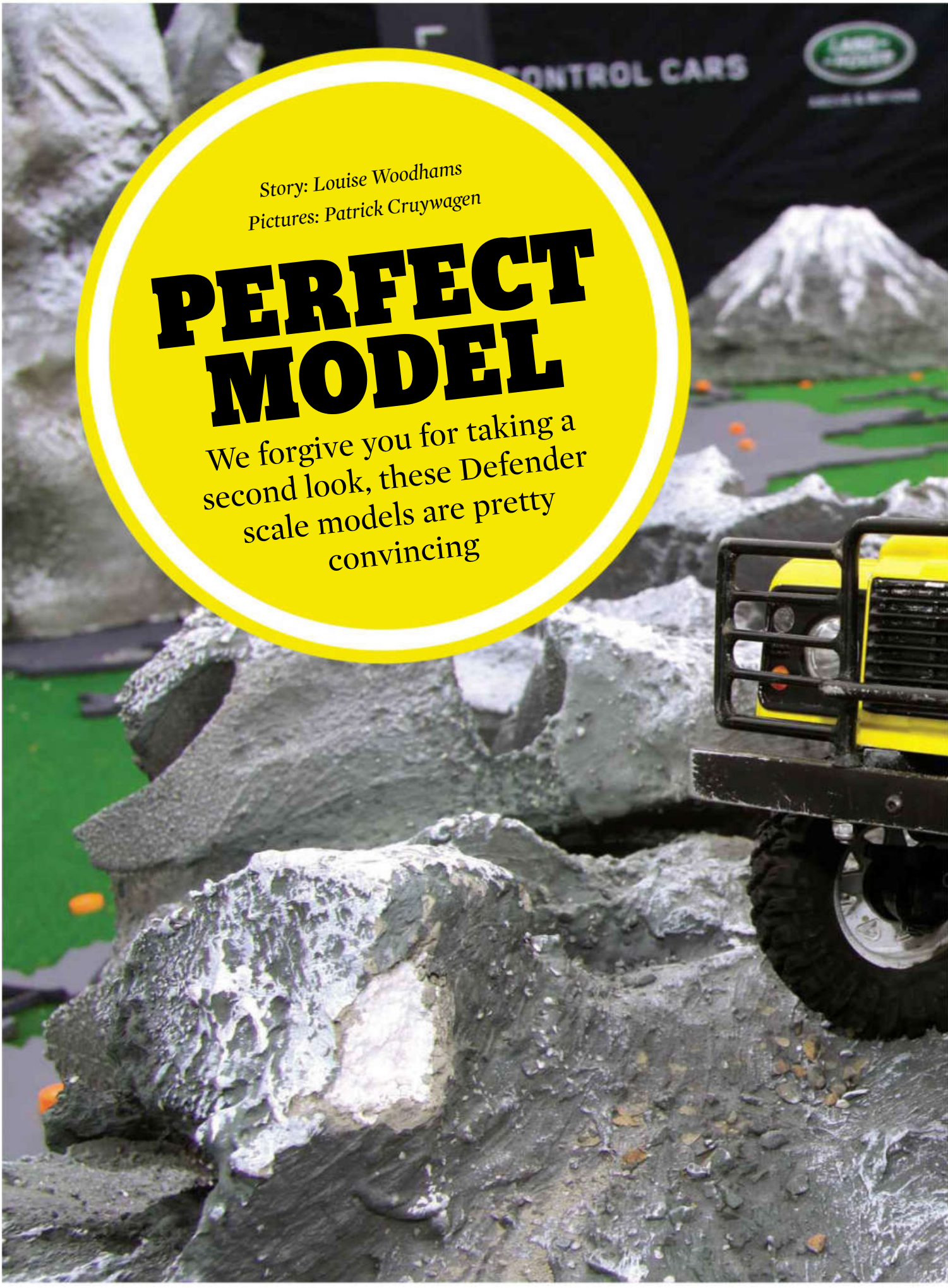


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Story: Louise Woodhams
Pictures: Patrick Cruywagen

PERFECT MODEL

We forgive you for taking a second look, these Defender scale models are pretty convincing


LAND ROVER
RUGBY
WORLD CUP
2015

"They're probably the most realistic models you can find in the world"





If there's one thing that unites kids and adults alike, it's the love of remote controlled vehicles. They just have a mass appeal that draws people of all ages in; and the more realistic a remote control vehicle is the better. And To-Jo is achieving just that, bringing a product that is completely unique to the market. As well as a chassis that responds to rugged terrain in the same way a full sized Land Rover does together with a 1:10 composite body shell; their mechanical capability and level of detail will blow you away.

It's been a long and arduous journey to get to this stage however, as I found out after meeting with Company Director, Tom Lever, whose affiliation with the Green Oval goes well beyond his career. "Land Rover has always been a big part of my life. I grew up going out shooting with my dad – and you can't go off into the countryside without a Land Rover, we had a family Discovery and my dad drives a Range Rover now. Six years ago I started working for Land Rover as a Brand Ambassador through an events agency, which is how the opportunity for what you see now opened up."

Through talking to the right people, Tom learnt that they liked the idea of having radio control vehicle activity to support Land Rover sponsored events, but there was nothing premium enough to represent the brand. "I'd been told they looked into using radio controlled cars, but the problem with them is that they're toys. They're not high quality so they break down a lot and don't really represent the real thing, so they decided to stay away," recalls Tom. Once he heard this, he did some research into it along with his former business partner and they worked out that you could create a radio control vehicle, with scale cast metal axles, locked differentials and four-wheel-drive.

The pair made a prototype and pitched it to the Experiential Marketing Manager of Jaguar Land Rover through an agency, who said yes. That was three years ago and Tom never dreamt of how successful it would become; as well as events for Land Rover UK, To-Jo cater for private and dealership events, and corporate entertainment packages with the likes of Red Bull. What makes To-Jo's scale models so unique is they provide a lot of fun in the same way a real toy does, but they're also highly capable. "People are enchanted by them. No one has ever seen anything like it – they're probably the most realistic model you can find anywhere in the world off-the-shelf. Typically it attracts children, so it's great when you get hilariously giddy ladies and gentlemen asking if they can have a go," exclaims Tom.

So, how exactly do you go about building something that's essentially a small car? "My background is not in radio controlled cars so I didn't know that much about it to begin with. I knew enough about Land Rovers though, so myself and my original business partner joined several forums for scale modellers. We found someone who made something that was a very good representation. He then helped us to modify a whole load of chassis that were imported from a steel worker in the Czech Republic, and then detail the body shells. That got us through year one," reveals Tom.

Year two however presented a different set of problems. Land Rover wanted them to run multiple events on the same day – which meant creating more models and models of a higher quality. "What we'd previously done was modify something, now we had to start from scratch. By this stage I'd been running the company for 18 months and there wasn't much at this stage that I didn't know about remote control cars, but I still needed the right people on board.

"Fortunately, a designer, who specialises in radio controlled cars and was looking for new projects, got in contact with me. We went through all of the specifications together and he designed a new chassis. We then partnered

with a company that manufactures radio control cars in America, to provide some of the elements, and with a combination of custom parts we managed to produce a perfect replica. For events purposes we can then modify that chassis to become a 110, 130, 90 or indeed any remote off-road control car in the world," explains Tom.

When it came to the paint, they found something that's actually better than what you'd find on your own Land Rover. "When we started, we used air cans or air brushing, but with normal paint it chips and scratches. We spent an awful lot of time researching it and found a company who use real automotive paint finish but it's plasticised, so it flexes and when you look at it, it has a metallic shine to it. It's also more durable and you can replicate prints with it, such as leopard skin through water film technology."

If you take a look at the video on To-Jo's website, it's incredible how their models scale muddy rock faces, traverse sheer ridges and cross rugged ground just like a real Defender. So, how exactly did they manage to conquer the engineering side of things? "With a lot of help from the world's most experienced radio control car designers that truly understand how to scale down a helical diff to a 1:10 proportion and make it work. Also from great partnerships with other manufacturers and a lot of trial and error," answers Tom. "Of course, some of its common sense – like making sure the centre of gravity is correct to get the balance right in the car."



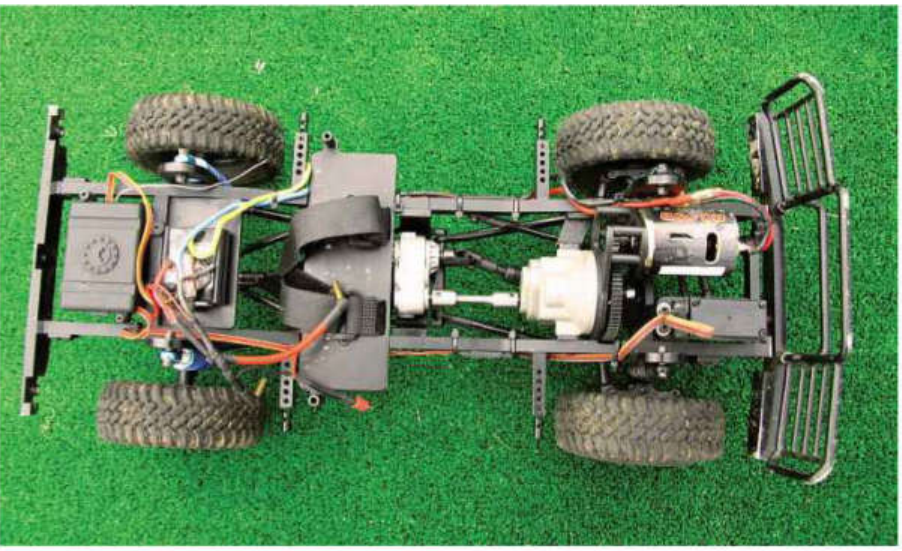


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Below: The chassis in all its glory



RUGBY WORLD CUP DEFENDER

THE SCALE model of the Rugby World Cup 2015 Defender was one of Tom's biggest challenges: "We had to start with modifying our chassis to make the body shell fit.

Essentially, it's a 110 double-cab pick-up that's been filled in with a flat four and a glass enclosure mounted on the back to house the trophy, so we had to create a 110 truck bed, except that as it's a scale model a lot of it is what we call scratch built, which means it's built by hand from raw materials.

The roll-cage was custom made, but we had a lot of special elements 3D printed, from the bumpers to the clear lenses on the side and the hinges on the pick up at the back. We also used a company to do the graphics, but the problem is that they're so small it's very difficult to cut them by machine, so a lot of it was done by hand with tweezers.

We also needed to have a custom roll-cage made. All in all it took ten days."

THANK YOU

"I'd just like to say that I couldn't have achieved the things that I have without the help and support of my close friends and family who have been a rock through all things To-Jo, good and bad."

Astonishingly To-Jo achieved this without input from the engineers at Land Rover; moreover complete CAD drawings for the Defender don't even exist. And even for other body shells, as it's made up of thousands of different elements, there's just not one file that exists. There are also all sorts of data protection issues.

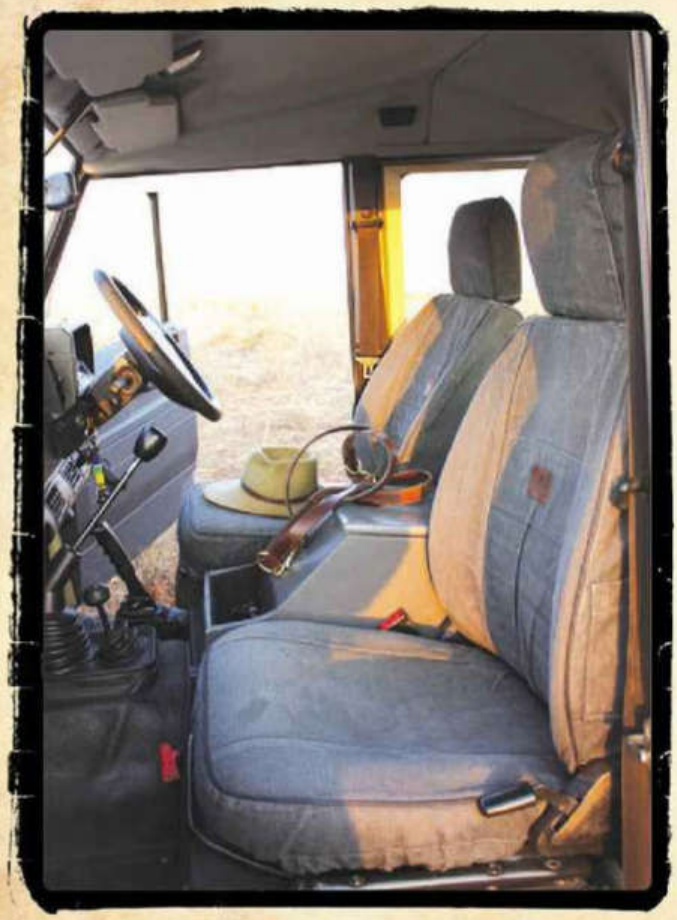
Whilst it was a challenge to make it look as good as it does, without compromising on functionality, only the hard core enthusiast may spot the odd difference. In much the same way as the graphics, some of the mechanical parts are very difficult to scale down, such as the teeth on a helical differential, without them becoming fragile and breaking. Every part has to be durable, reliable, and of a really good quality, so despite best efforts to consolidate the number of places that they source parts from, To-Jo's philosophy is to utilise the very best components available, wherever they are in the world. So for example, just the electronics alone come from America, Japan and China.

The realistic ladder frame chassis is made out of predominately steel and aluminium, and it utilises shock and spring suspension in the same way as a modern Defender. They're oil filled and spring up and down, absorb the bumps through the shocks and then provide a nice articulation through the springs. The rubber on the 1.9 inch all-terrain tyres is real; the only difference being is that they're not filled with compressed air. Because of the scale and where the cars are used, it's easier to fill them with foam, which as a result means they're slightly deflated and therefore offer more grip. In addition, there are a few different designs of steel wheels available, and it even has a Warn 9.5cti winch!

There's a centre mounted realistic 4x4 transfer case, transmission, driveshaft going up and down the vehicle, they've even used constant velocity joints; there are only two elements that aren't the same as a real Defender. Firstly the motor which is obviously electric and secondly the single speed transmission, locked at low range – because for their purposes they don't need high range. The steering wheel is also fixed – instead they use a servo box underneath the shell, which acts as a steering rack. It's one of the compromises that Tom's had to make, whilst it would be a nice idea in terms of durability it would break very quickly.

Unfortunately with the Defender going out of production, the team need to look into alternative methods to make new body shells: "We trialled 3D printing, but in the end the resolution is still not fine enough; so when you get something back from the printers it's very grainy. At this stage 3D printing is not very desirable, but it's good for one-off prototypes, like the World Cup model [see above] we created, because with a bit of tender loving care you can sand off the grain. Moving forwards we're looking at other methods, such as 3D mapping software," says Tom with a wry grin.

Tom's ultimate dream would be to build a couple more automotive contracts, and work closely with the brands to provide them with an amazing product that they could retail to represent their cars through-out the world, as well as doing more corporate entertainment. And the ultimate scale model that he'd like to recreate? "I've always wanted to do a Series One. I've thought about doing something for myself to sit in the office so that I can look at it and think how far we've come and what we've achieved. As your readers will know they're very different to the modern Defender and I'd love to build one, with the leaf springs and so on." I think if that vision ever became a reality then chances are he'll end up building more than just one for himself!



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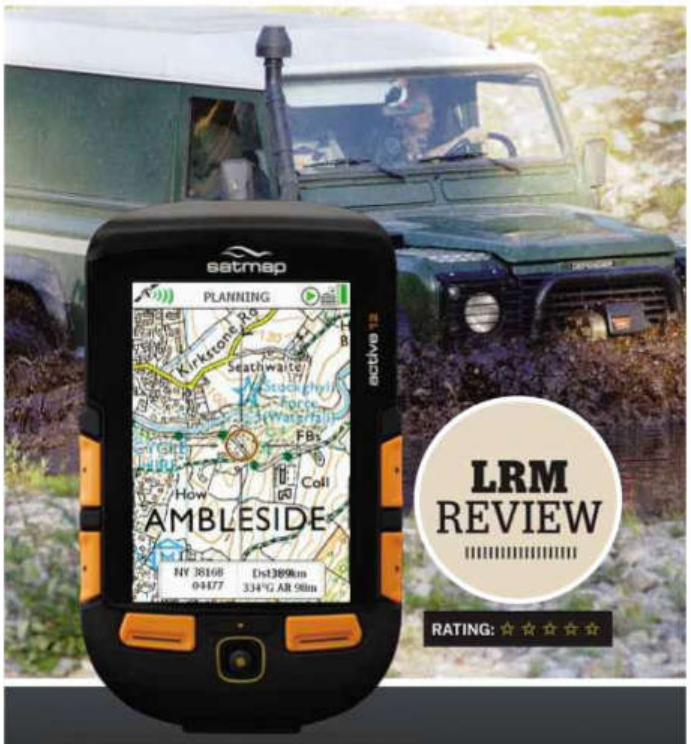
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KING OF PORTUGAL

Land Rovers struggle in the dusty Ultra4 Europe King of Portugal

Story and pictures: Robb Pritchard

Born in the dusty wastes of the Californian desert, the no rules concept of King of the Hammers has made its way across to Europe. This was only the second running of the European Ultra4 Championship, with the 2015 events held in Italy, Wales and Portugal this year.

The 4x4s used in Ultra 4 racing are just as powerful as a Formula 1 car while their suspension travel is better than that of a Trophy Truck. So going head to head in one of these beasts on an extreme Ultra 4 racing off-road course is definitely not for sissies. Ultra 4 racing is what it says on the tin; the ultimate form of off-road racing. Robb Pritchard reports back on how some of the better-known Land Rovers recently fared in the series finale in Portugal.



"In some places you end up driving completely blind"



Left and below:
It's not all massive rocks - there's also fast WRC-like sections





Right:
Some sections necessitate the co-driver to assist with steering



69 Jim Marsden / Helder Rocha
Despite massive victories earlier in the year in the Croatia Trophy and Breslau, Jim Marsden from Team Gigglepin could not repeat his 2014 heroics when he was still in the hunt for the overall trophy going into the final event of the season. This did not stop him from going for another event win. Starting near the back of the field for the prologue could've been an advantage as he got to watch how everyone else took the jumps before negotiating the section with the half-buried tractor tyres. Sadly by the time he set off the sun had set and he ended up doing his lap in the pitch dark. Due to the hanging dust he had to stop dead in some places and he also had to winch through the tyre section. This meant starting the main event in a lowly 19th, a massive disadvantage on the tight and dusty course.

Jim is a real racing driver and two thirds of the way round the first 25km (15.5miles) lap he was already up to seventh on the road, and by the end of the second lap a very impressive second overall.

The good going didn't last long though and in Jim's own words, in one of the tougher sections of the fabled dinosaur eggs, he ran out of talent. An innocuous-looking slip off a rock that was larger than the Land Rover, ended with the car on its side. As it was winched back upright the leaking brake fluid caught fire. It wasn't a race ending accident though, neither was the broken transfer box that blew on the climb back into the rocks on the next lap. As the team had another big race in 10 days, they decided to pull out to preserve the car. He was his usual diplomatic self about it all. "Not what I wanted, but you can't win them all."

310 Jorge Aranjo / Paulo Mendes
Portuguese drivers showed that they have phenomenal off-road driving skills by winning every single class. With the big boys competing in the Unlimited class, Jorge Aranjo and Paulo Mendes from Tuff 4x4 team took line honours in the Legends class. You have to remember that they do the same rocky course as the Unlimited Class.

Allow me to tell you a little about their competition truck. The chassis is extended to 100 inches, which is not a modification that would surprise any British Land Rover enthusiast, but the addition of a pair of Nissan Patrol GR61 axles might raise a few eyebrows. It's quite a popular conversion in Portugal as they are famously strong and come with factory fitted lockers, it works out cheaper than fitting uprated shafts and ARBs. The suspension is by Fox while the Td5 engine and gearbox are both standard Land Rover items, apart from the addition of a VGT turbo.

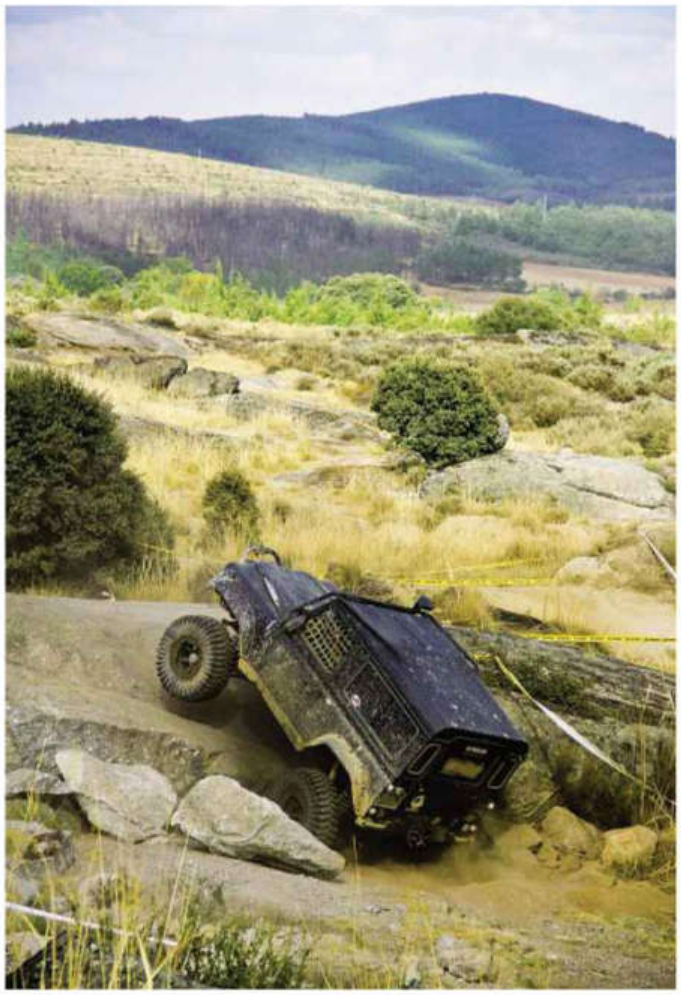
Jorge races in the Portuguese national off-road championship, so he already has an advantage over the visiting teams. The massive rocks and fast WRC-like sections turn this class into a mini Ultra4 series. Before the event they were in third place. King of Portugal didn't go exactly to plan for them, their transfer box blew up 100 metres from the start. So instead of heading out into the rocks they had to run back to the service van for the spare. No outside assistance is allowed so they had to change it themselves, and every other competitor was long gone by the time they fixed it.

They were about an hour behind the closest competitor and so they pushed hard. By the time they got out of the dinosaur egg section they had already passed a few people with problems. Then by the time they crossed the finish line at the end of lap 2 of 7 they were in the lead.

"The course was amazing, but so hard that we had to look after the car the whole race. There is no place where you can really relax. It's crazy and in some places it's so bad you end up driving completely blind. I think our main advantage was that my co-driver is very experienced, he knows which rocks we can drive over and which ones need winching, sometimes going slowly and carefully over certain sections makes you very fast in the long run!"

Below right:
Despite being a novice the matt black Defender finished fourth overall





"The first time we went onto the rocks I was sure the car was going to end up upside down"

7 Andre Henriques / Marcelo Lopes
One of the most incredible stories of the event had to be the number 7 matt black Defender 90 driven by Andre Henriques in. Incredibly this was his first ever race and he finished fourth overall. "I wasn't a complete novice," he explained. "I drove the car for about an hour before the race!"

The chassis on their Defender 90 is 10 cm longer and like many trial Land Rovers in Portugal the axles are from a Nissan Patrol. The Td5 engine has been given a Td5 Inside Performance ECU and a CR turbo from Claudio Ricardo. This boosts performance to 230 hp and an impressive 406 lb ft of torque.

"We went off into the prologue and it was very cool to go over my first obstacle, the buried tyres. As I was waiting I saw some people get stuck and even have some accidents, this made me a little nervous, but I just powered through. It felt good. My co-driver driver was great and told me exactly where to go – without him we would never have done so well."

According to Andre, things did not get any easier after that. "The main course was pretty special. If I was out off-roading with some friends and they pointed up to the first rocks and said 'let's drive up there' I would've thought that it was impossible. The first time we went into the rocks I was sure that the car was going to end up upside down, but I trusted my co-driver. He was running ahead, looking at the wheels to see where they were and where I needed to steer. We drove through all of the rocks and when we got back out on the normal track again I thought that maybe it wasn't so hard after all.

I had no expectation of a good result so there was no stress. We weren't racing like some of the other crazy guys around us, just concentrating on driving, one rock at a time and enjoying it, maybe this makes our result even more impressive? I don't know. We'll definitely do some more races in Portugal because in the future I'll know what the car and I can do now!"

44 Craig Little / Aaron Barrett
For most people having your car, with a missing corner, taken back to camp in a scrap truck, before being craned straight onto the trailer, is not considered a great day. Pembrokeshire Mudslingers are not most people. Dragging the three-wheeled car for 6 km (3.7 miles) through the last lap was enough not to lose a position, so it was all smiles for the proud Welsh team with 2nd place in the Legends class.

"We had a really good race because before the wheel came off, we'd had no problems. Plus we had a big advantage on the 3rd placed car, we knew they couldn't catch us. We just needed to get out of the stage. We had all the lockers in, kept it planted and winched where we needed to, we had to get to the finish.

The race was good. None of us have ever seen anything like these rocks before though. We did Italy and Wales, but what we had to go through to get to the finish in Portugal was something special and there's nothing like it anywhere else. You need to do these big events to get the invaluable experience. We are very happy with our result."

So while many of the Land Rovers on this event were down, they and their owners were definitely not out.

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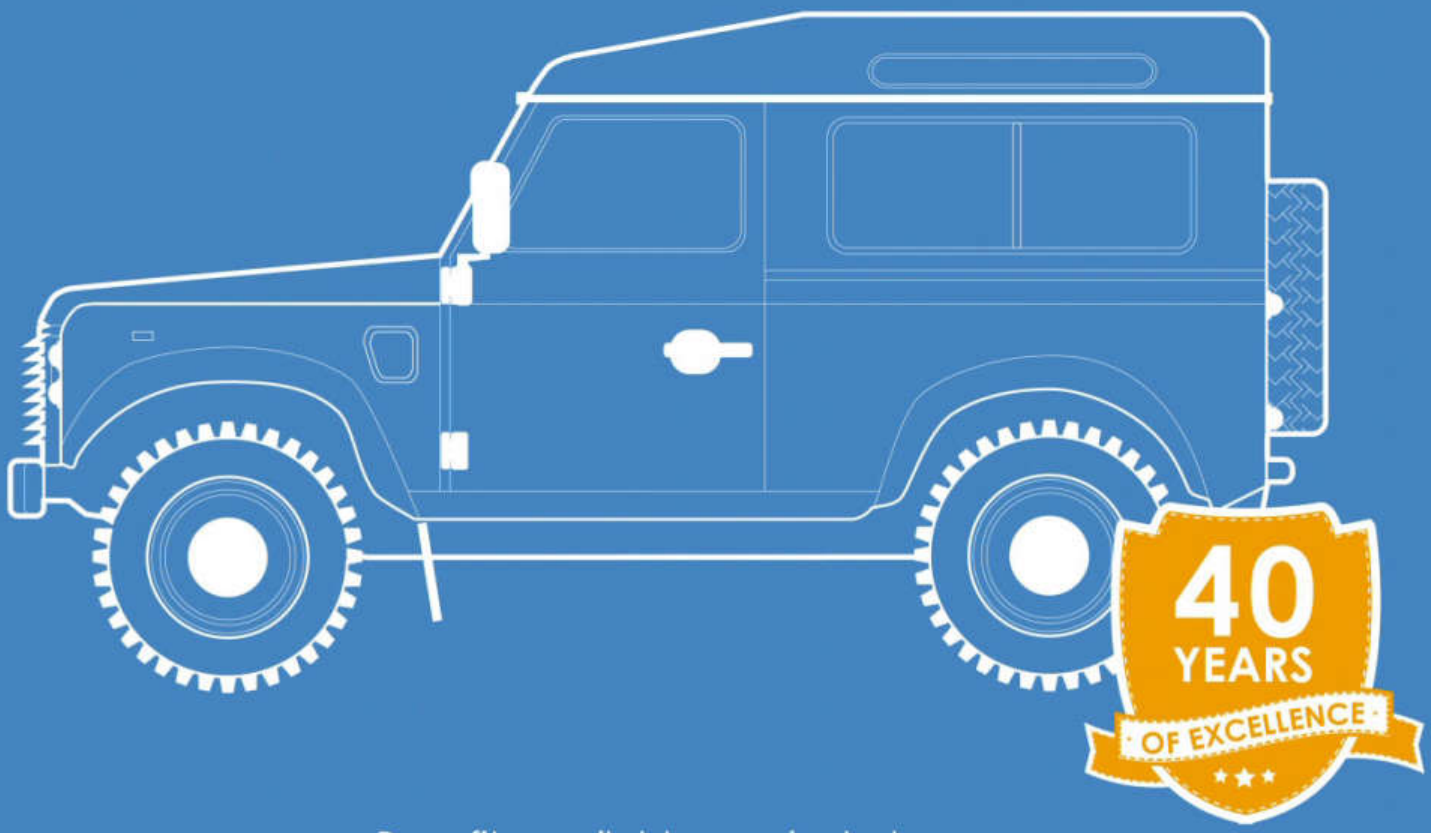
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EXTRA LARGE DRAWER PULLS



FULL DETAILS - SEE IN-STORE OR VISIT WEBSITE

BLUE YELLOW BLACK & GOLD

MODEL	DESCRIPTION	DIMS WXDXH(MM)	EXC.VAT	INC.VAT
1 CBB206B	6 Dr Chest	710x328x365	£99.98	£119.98
2 CBB209B	9 Dr Chest	710x315x420	£119.98	£143.98
CBB210B	10 Dr Chest	710x315x475	£139.98	£167.98
3 CBB203B	3 Dr step up	710x315x250	£69.98	£83.98
CBB215B	5 Dr Cabinet	758x468x815	£199.98	£239.98
4 CBB212B	3 Dr Cabinet	755x470x810	£169.98	£203.98
5 CBB217B	7 Dr Cabinet	758x468x975	£249.98	£299.98
CBB213B	3 Dr Cabinet	758x481x975	£199.98	£239.98



GREAT LOOKING, BIG 5" INDUSTRIAL CHROME SPOKED WHEELS FOR EASY MOVEMENT

Clarke HD PLUS TOOL CHESTS/CABINETS



LOCKABLE FRONT COVERS STORE NEATLY WITHIN CABINET

BALL BEARING ROLLER DRAWERS



3 £179.98 EXC.VAT £215.98 INC.VAT



LARGE 37" CABINET

MODEL	DESCRIPTION	DIMS. LXWXH MM	EXC.VAT	INC.VAT
1 CBB209DF	9 Dr chest	710x370x420	£129.98	£155.98
2 CBB211DF	11 Dr Cabinet	785x490x1075	£299.98	£359.98
3 CBB309DF	9 Dr chest	975x370x420	£179.98	£215.98
4 CBB311DF	11 Dr Cabinet	1045x490x1075	£379.00	£454.80

NEW



Clarke HEAVY DUTY BOLTLESS SHELVING

Boltless, quick and easy assembly (only a mallet is required)

- Tough steel frame
- Adjustable height shelves
- 5 easy wipe clean laminate board shelves
- (W)1220 x (D)460 x (H)1830

CORNER UNIT

ONLY £79.98 EXC.VAT £95.98 INC.VAT



BLUE, RED AND SILVER AVAILABLE

ALSO ASSEMBLES AS BENCH



ROLLED EDGE UPRIGHTS GIVE:

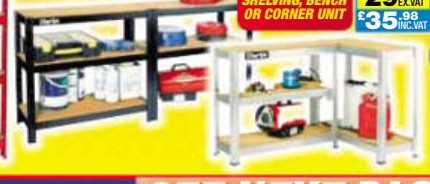
- ✓ EXTRA STRENGTH
- ✓ SMOOTHER FINISH
- ✓ SLEEK LOOK

Clarke BOLTLESS SHELVING

- Simple, fast assembly in minutes using only a hammer

ASSEMBLE AS SHELVING, BENCH OR CORNER UNIT

FROM £29.98 EXC.VAT £35.98 INC.VAT



150KG (evenly distributed) Strong 9mm fibreboard shelves PER SHELF

350KG (evenly distributed) Strong 12mm fibreboard shelves PER SHELF

Contents not included (all items)

MODEL SHELF DIMS	WxDxH(mm)	EXC.VAT	INC.VAT
150kg	800x300x1500	£29.98	£35.98
350kg	900x400x1800	£49.98	£59.98

SAVE 10%

WHEN YOU BUY ANY MIX OF 5 FROM THIS RANGE SAVE AT LEAST £17.99 INC.VAT

CHOICE OF 5 COLOURS

RED, BLUE, BLACK, SILVER & GALVANISED STEEL

ALL SIZES/SPECIFICATIONS ARE APPROXIMATE

SEE NEXT PAGE FOR MORE!

Clarke GENERATORS

FROM ONLY £89.98 EX.VAT £107.98 INC.VAT



FG3005

MODEL	KVA	HP	EXC.VAT	INC.VAT
G720	0.7	-	£89.98	£107.98
G1200	1.1	-	£149.98	£179.98
FG2500	2.4	6.5	£189.98	£227.98
FG3005	2.8	7	£239.98	£287.98
FG3050	3	8	£369.00	£442.80
FG4050ES	4.5	11	£479.00	£574.80
FG5100ES	5.5	13	£569.00	£682.80

CHECK FRAME TYPE WHEN ORDERING

Honda engine models available



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Clarke JUMP STARTS

- Integral work light
- Extra long 1m leads • 910 includes air compressor
- Long life battery



FROM ONLY £52.99 EX.VAT £63.59 INC.VAT

HEAVY DUTY 17KG

MODEL	START BOOST	PEAK AMPS	EXC.VAT	INC.VAT
900	400A	900A	£52.99	£63.59
910	400A	900A	£59.98	£71.98
4000	700A	1500A	£114.99	£137.99
12/24	1000A@12V 500A@24V	2000A@12V 1000A@24V	£129.98	£155.98

Clarke ENGINE STANDS

FROM ONLY £49.98 EX.VAT £59.98 INC.VAT

- Rotates through 360° Fully tested to proof load
- *Folds for storage



MODEL	CAPACITY	EXC.VAT	INC.VAT
CES340 NEW	340kg	£49.98	£59.98
CES500A	227kg	£54.99	£65.99
CES450 NEW	450kg	£69.98	£83.98
CES750A	340kg	£79.98	£95.98
CES560 NEW	560kg	£84.99	£101.99
CES680F* NEW	680kg	£119.98	£143.98

Clarke ANGLE GRINDERS

FROM ONLY £22.99 EX.VAT £27.59 INC.VAT

‡ NEW



CAG800B INC. DISC & HANDLE

MODEL	DISC (mm)	MOTOR	EXC.VAT	INC.VAT
CAG800B‡	115	800W	£22.99	£27.59
CON1050B‡	115	1050W	£27.99	£33.59
B&D CD115	115	710W	£29.98	£35.98
CAG2350B‡	230	2350W	£42.99	£51.59

Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

- Ideal for use as a garage/workshop • Extra tough triple layer weatherproof fabric • Heavy duty powder coated steel tubing • Ratchet tight tensioning



ZIP CLOSE DOOR

10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT

FROM ONLY £219.00 EXC.VAT £262.80 INC.VAT



IDEAL ALL-WEATHER PROTECTION

LENGTH UP TO 24'

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG1015	4.6 x 3 x 2.4M	£219.00	£262.80
CIG1216	4.9 x 3.7 x 2.6M	£259.00	£310.80
CIG1020	6.1 x 3 x 2.4M	£269.00	£322.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

airmaster TURBO AIR COMPRESSORS

- Superb range ideal for DIY, hobby & semi-professional use

FROM ONLY £79.98 EX.VAT £95.98 INC.VAT 8/250



BIG 2HP 7.5CFM

HUGE CHOICE OF SPRAY GUNS & AIRTOOLS

‡ V-twin

MODEL	MOTOR	CFM	TANK	EX VAT	INC VAT
Tiger 8/250	2HP	7.5	24ltr	£79.98	£95.98
Tiger 7/250	2HP	7	24ltr	£89.98	£107.98
Tiger 11/250	2.5HP	9.5	24ltr	£119.98	£143.98
Tiger 8/510	2HP	7.5	50ltr	£129.98	£155.98
Tiger 11/510	2.5HP	9.5	50ltr	£149.98	£179.98
Tiger 16/510‡	3HP	14.5	50ltr	£219.98	£263.98
Tiger 16/1010‡	3HP	14.5	100ltr	£269.98	£323.98

Clarke MIG WELDERS

- Quality machines from Britain's leading supplier
- All models featured are fan cooled (except PRO90) See online for inc. accessories

FROM ONLY £179.98 EX.VAT £215.98 INC.VAT



* was £490.80 inc.VAT # was £539.98 inc.VAT

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TEM Turbo	30-155	£339.00	£406.80
175TECM Turbo*	30-170	£399.00	£478.80
205TE Turbo#	30-185	£429.00	£514.80

Clarke DRILL PRESSES



CDP5EB

CDS3

DRILL STANDS

ONLY £19.98 EX.VAT £23.98 INC.VAT

ONLY £59.98 EX.VAT £71.98 INC.VAT

Drill not included

Clarke QUALITY CAST IRON STOVES



6kW BUCKINGHAM £249.00 EXC.VAT £298.80 INC.VAT

6.9kW POT BELLY £89.98 EX.VAT £107.98 INC.VAT

FLUES, COWLS & ACCESSORIES AVAILABLE

OVER 20 STYLES AVAILABLE SEE IN-STORE OR ONLINE

Clarke CAR TRANSPORTER LASHING



£16.99 EX.VAT £20.39 INC.VAT

5000KG CAPACITY

Clarke BODY REPAIR KITS

FROM ONLY £79.98 EX.VAT £95.98 INC.VAT



CS10BRK

- Fast snap connector attachments for quick & easy assembly • Hydraulic pump, ram & hose with various tubes, pieces & connectors
- Includes metal case * Fast action pump

MODEL	CAPACITY	EXC.VAT	INC.VAT
CS4BRK	4 tonne	£79.98	£95.98
CS10BRK	10 tonne	£139.98	£167.98
CS10SBRK*	10 tonne	£149.98	£179.98

Clarke LOG BUSTERS

- The fast easy way for consistent and accurate log splitting

FROM ONLY £109.98 EX.VAT £131.98 INC.VAT



* manual † 6.5 HP Petrol driven

LOG BUSTER 7

MODEL	SPLITTING LENGTH (mm)	SPLITTING FORCE (Tonnes)	EXC.VAT	INC.VAT
Log Buster 4*	444	10	£109.98	£131.98
Log Buster 7	370	4	£164.99	£197.99
Log Buster 5	520	4	£189.98	£227.98
Log Buster 6	1050	5.5	£365.00	£438.00
Log Buster 8†	510	10	£549.00	£658.80

Clarke ENGINE CRANES

FROM ONLY £149.98 EX.VAT £179.98 INC.VAT

CFC100



MODEL	DESC.	EXC.VAT	INC.VAT
CFC500F	1/2 ton folding	£149.98	£179.98
CFC100	1 ton folding	£154.99	£185.99
CFC1000LR	1 ton long reach	£199.98	£239.98

- Folding and fixed frames available • Robust, rugged construction • Overload safety valve

Fully tested to proof load

Clarke ARC ACTIVATED HEADSHIELDS



CWH6 ONLY £39.98 EX.VAT £47.98 INC.VAT

CWH7 ONLY £44.99 EX.VAT £53.99 INC.VAT

- Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

CWH8 NEW ONLY £44.99 EX.VAT £53.99 INC.VAT

Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

PROPANE GAS FIRED

PRICE CUT NOW FROM £64.99 EXC.VAT £77.99 INC.VAT WAS £83.98 inc.VAT



*stainless steel #Dual Volt 110V/230V

MODEL	MAX OUTPUT KW	EXC. VAT	WAS INC.VAT	NOW INC.VAT
Little Devil II	10.3	£64.99	£83.98	£77.99
Little Devil SSII*	10.3	£79.98	—	£95.98
Devil 650	15	£74.99	£107.98	£89.99
Devil 660 SS*	15	£109.98	—	£131.98
Devil 850	12.4 –31	£129.98	£167.98	£155.98
Devil 860SS*#	31	£149.98	—	£179.98
Devil 1850#	26.9 – 58	£299.98	—	£359.98

Clarke 24V CORDLESS IMPACT WRENCH

- Inc. 17, 19, 21 & 23mm chrome vanadium sockets
- 1 hour fast charger

CIR220 ONLY £89.98 EX.VAT £107.99 INC.VAT



CIR220 HEAVY DUTY

‡ NEW

MODELS	MAX TORQUE	EXC.VAT	INC.VAT
Corded CEW1000	450Nm	£56.99	£68.39
Cordless CIR450C‡	450Nm	£119.98	£143.98

Clarke JETSTAR PRESSURE WASHERS

JET9000



- JET8000 & 9000 include hose reel
- Detergent applicator for extra cleaning power

FROM ONLY £54.99 EX.VAT £65.99 INC.VAT

MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
JS1750	1600W	1522psi	£54.99	£65.99
JS1900	2000W	1957psi	£79.98	£95.98
JET8000	2400W	2610psi	£139.98	£167.98
JET9000	2600W	2900psi	£159.98	£191.98

Clarke BATTERY CHARGERS/ENGINE STARTERS

FROM ONLY £47.99 EX.VAT £57.59 INC.VAT

- Ammeter
- Multi-position charge regulator
- Overload protection on charging cycle

BC520N



MODEL	MAX AMPS CHARGE/BOOST	EXC.VAT	INC.VAT
BC100N	15/100	£47.99	£57.59
BC130C	15/120	£61.99	£74.39
BC190	38/180	£89.98	£107.98
BC210C	15/120	£94.99	£113.99
BC410E‡	35/400	£119.98	£143.98
BC205N NEW	30/200	£169.98	£203.98
BC520N#	50/510	£179.98	£215.98
BC430N NEW	60/400	£369.00	£442.80

‡ was £155.98 inc.VAT # was £227.98 inc.VAT

SUPERWINCH

- 24V available

FROM ONLY £79.98 EX.VAT £95.98 INC.VAT



LT2000

MODEL	CAPACITY	EXC.VAT	INC.VAT
LT2000	907kg	£79.98	£95.98
UT3000	1360kg	£139.98	£167.98
S4000	1814kg	£299.98	£359.98

Clarke SOCKET SETS

Top quality chrome vanadium steel.

- 18 Sockets 8-32mm
- Comfort grip handle

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LIFETIME GUARANTEE

PRO155



HUGE RANGE OF RATCHETS, SPANNERS AND SOCKET SETS

ONLY £69.98 EX.VAT £83.98 INC.VAT



PRO234 62 PIECE 1/2"&1/4" SOCKET & BIT SET

Clarke HEAVY DUTY PETROL POWER WASHERS

NEW RANGE

GREAT FOR REMOTE LOCATIONS CAN DRAW OWN WATER

Honda & Diesel engine models available

FROM ONLY £179.98 EX.VAT £215.98 INC.VAT



PLS195

MODEL	PRESSURE BAR/PSI	ENGINE HP	EXC. VAT	INC. VAT
Tiger1800	110/1595	2.6	£199.00	£238.80
Tiger2600	170/2465	4	£259.98	£311.98
Tiger3000	200/2900	6.5	£329.98	£395.98
PLS195	186/2698	6.5	£399.00	£478.80
PLS265	260/3770	13	£599.00	£718.80

Clarke STRUT SPRING COMPRESSOR



SSC1000

- Foot operated hydraulic powered
- Adjustable for springs up to 350mm dia. & 254mm in length • Yoke travel: 340mm

£99.98 EX.VAT £119.98 INC.VAT

Clarke 3 TONNE JACKS

FROM ONLY £44.99 EX.VAT £53.99 INC.VAT

QUICK LIFT



CTJ3000G

JACKS ALSO IN STOCK UP TO 5 TONNE

MODEL	TYPE	SADDLE HEIGHT MIN-MAX MM	EXC. VAT	INC. VAT
CTJ3000QL	Quick Lift	195-520	£44.99	£53.99
CTJ3QLG	Pro Instant Lift	145-520	£83.99	£100.79
CTJ3000G	Pro Garage	120-520	£84.99	£101.99

Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY £7.99 EX.VAT £9.59 INC.VAT

‡ NEW Telescopic Range



MODEL	EXC.VAT	INC.VAT	MODEL	EXC.VAT	INC.VAT
2 tonne	£7.99	£9.59	8 tonne	£17.99	£21.59
4 tonne	£11.99	£14.39	10 tonne‡	£69.98	£83.98
5 tonne‡	£49.98	£59.98	12 tonne	£24.99	£29.99
6 tonne	£14.99	£17.99	20 tonne	£34.99	£41.99

Clarke AXLE STANDS

- Ratchet action for quick height adjustment
- Sold in pairs

FROM ONLY £19.98 EX.VAT £23.98 INC.VAT

3 TON & 6 TON MODELS



MODEL	MAX TONS	MIN/MAX HEIGHT	EXC.VAT	INC.VAT
CAX-3TBC	3	300-430mm	£19.98	£23.98
CAX-6TBC	6	400-615mm	£29.98	£35.98

FARM JACKS

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1/2" TORQUE WRENCH - CHT141

- 5" Extension bar • 1/2" - 3/8" adaptor • 28-210 Nm

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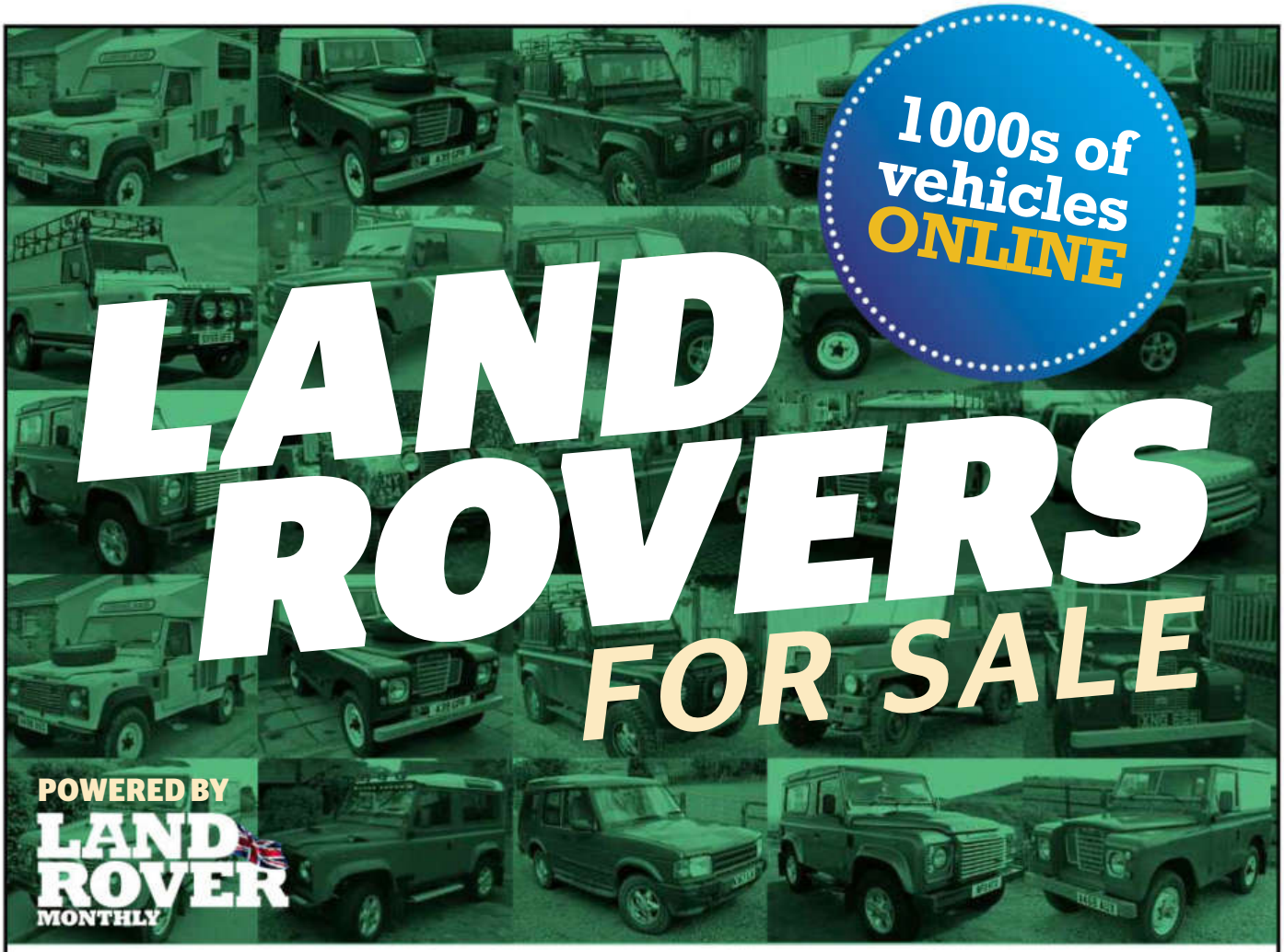
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UPCOMING EVENTS

WHAT'S ON THIS MONTH
LAND ROVER DIARY

Dave Barker showcases the best gatherings to attend in your Land Rover

OCTOBER 15 - 18
Romania – 100-Tracks
Extreme Driving & Navigation Event, Buzau, Romania
www.100tracks.net

OCTOBER 16 - 18
Germany – Badisches Allradtreffen
All-Wheel Drive Meeting
Baden-Wurttemburg, Germany
www.4-active.de

OCTOBER 18
All Wheel Drive Club
Trial, Corwen, North Wales
www.allwheeldriveclub.net

OCTOBER 18
Buchan Off Road Drivers Club
CCV Trial
Lumsdon, Aberdeenshire
www.bordc.co.uk

OCTOBER 18
Cornwall & Devon LRC
Comp Safari, Saltash, Cornwall
www.cdlrc.com

OCTOBER 18
Dorset Land Rover Club
Driving Day
Matchams, Hampshire
http://dorsetrover.co.uk

OCTOBER 18
Isle of Man Four Wheel Drive Club,
Mylcheest Challenge Event
www.4x4.im

OCTOBER 18
Lincolnshire LRC
CCV Trial, South Thoresby, Lincs
www.llrc.co.uk

OCTOBER 18
Midland Rover Owners Club
RTV & CCV Trial, Croft Farm
www.mroc.co.uk

OCTOBER 18
North Somerset Land Rover Club
Laning Trip, Wye Valley
www.nslrc.org

OCTOBER 18
Viking Four Wheel Drive Club
Odyssey Battery Winch Challenge
Weekley Woods, Kettering
www.viking4x4club.com

OCTOBER 18
Woolbridge Motor Club
4x4 Trial, Swanage
www.woolbridge.co.uk

OCTOBER 18
Wye & Welsh LRC
RTC/CCV Trial
Bigswere or Tintern
www.wwlrc.co.uk

OCTOBER 18
Muddy Bottom 4x4
Pay & Play Day
Minstead Manor Estate, near Lyndhurst
www.muddybottom4x4.com

OCTOBER 18
UK Landrover Events
Lincoln & Belvoir Tour
www.uklandroverevents.com

OCTOBER 18 - 19
4x4 Adventure Tours
Devon Explorer Weekend
Exmoor and Dartmoor
Tel: 0776 9336099.
www.4x4adventuretours.co.uk

OCTOBER 20 - 23
Lanes, Tracks and Trial
Four-day Greenlane Tour
www.lanestracksandtrails.co.uk

OCTOBER 22
Portugal – Baja Portalegre 500
FIA World Cup for Cross-Country Rallies
www.fia.com

OCTOBER 23 - 25
Warwickshire & West Midlands Land Rover Club
Bonfire & Family Weekend
Coney Green, Worcestershire
www.wwmlrc.com

OCTOBER 24 - 26
Midlands Travel & Outdoor Leisure Show
Stratford Racecourse, Stratford-upon-Avon
www.mtols.com

OCTOBER 24
UK Landrover Events
Eden District Tour
www.uklandroverevents.com

OCTOBER 24 - 25
British Cross Country Championship
Comp Safari Round 6
Walters Arena, South Wales
www.marches4x4.com

OCTOBER 24 - 25
Essex Land Rover Club
Tyro, RTC & CCV Trial
Shalford, Essex
www.elrc.info

OCTOBER 24 - 25
Ireland – Munster 4x4 Extreme
Winch Challenge
Ballyhoura, Co Cork
www.munster4x4.com

OCTOBER 24 - 25
Northern Off Road Club
Comp Safari, Newstead Abbey, Mansfield, Nottingham
www.norc.org.uk

OCTOBER 24 - 25
Suffolk Land Rover Club
Ladies Tyro Trial & Driving Day
Newbourne
www.slroc.uk.com

OCTOBER 24 - 25
Mud Monsters Challenge Events
Wooldridge Trophy Winch Challenge, East Grinstead, West Sussex
www.mud-monsters.co.uk

OCTOBER 24 - 31
Midland Rover Owners Club
Camping & Caravan Weekend
www.mroc.co.uk

OCTOBER 25
Anglian Rover Owners Club
RTV & CCV Trial
Great Westwood, Watford
www.arocoffroad.co.uk/

OCTOBER 25
Beds, Herts & Cambs LRC
Competitive Event
www.bhclrc.org



BCCC FINAL ROUND
OCTOBER 24 - 25

The final round of the 2015 MSA British Cross Country Championship takes place at Walters Arena near Glyneath in South Wales over the weekend of October 24-25. The 2014 champion Mike Moran has so far taken the trophy for the championship's first three rounds this year, but there is still time for others to catch him before the championship reaches this last round. It is also the last round of the Freelander Challenge 2015, which runs alongside the BCCC with four out of the six rounds to count towards its championship. Both 2015 championships are still to be won or lost. Details of the championships and the last round can be found on the organisers' website.
www.marches4x4.com



NORTH PORTUGAL RECCE AND TOUR

OCTOBER 31 – NOVEMBER 8

Yorkshire Overland Tours are heading to northern Portugal for a recce and a tour, and their preparations and research makes them think this will be a wonderful addition to their portfolio of trips. The recce will take one week, but means they will drive more miles per day than their regular tours offering fantastic scenery and interesting villages and towns, with a stop over in Porto. In addition to this Recce and Tour, Yorkshire Overland Tours plan to offer two full one-week or two-week tours of Northern Portugal in 2016, one in late February the other in early September. Full details and further information can be found on the company's website.
www.yorkshireoverlandtours.com



GREAT BRITISH SHOW

NOVEMBER 29

The Great British Land Rover Show is back at Donington, with FREE entry for tickets booked in advance. Whether you've got Landy-owning friends – or indeed your Land Rover itself is going to be the recipient of your generosity – you won't find a better place to kick off your Christmas shopping! The show will be held indoors in Donington's exhibition hall, so there's no need to worry about wintry weather. Bearmach are headline sponsors of the country's only indoor Land Rover show.

Free tickets are limited to one per household. Further tickets are £5 in advance, and paying on the day only costs £10. Under-14s go free. Free parking. Licensed bar and restaurant. 10am to 4pm. Visit www.greatbritishlrshow.com

OCTOBER 25
Breckland Land Rover Club
Greenlaning
www.brecklandlrc.com

OCTOBER 25
Cheshire Land Rover Club
Greelane Day
https://cheshirelandroverclub.wordpress.com

OCTOBER 25
Cornwall & Devon LRC
RTV Trial, Thorns Cross, Devon
www.cdlrc.com

OCTOBER 25
Humberside Land Rover Club
RTV Trial, Helmsley, North Yorks
www.humbersidelandroverclub.com

OCTOBER 25
Lincolnshire LRC
Comp Safari
North Ormsby, LIncs
www.llrc.co.uk

OCTOBER 25
Northern Ireland Land Rover Club
Forest Run
www.landrover-club.com

OCTOBER 25
North Wales Land Rover Club
Trial, Froncysylite, Wrexham
www.nwlrc.co.uk

OCTOBER 25
Peak & Dukeries LRC
CCV Trial, Grasscroft Wood, Derbyshire
www.panddlrc.co.uk

OCTOBER 25
Shetland Land Rover Club
RTV Trial
Bixter Quarry, Shetland
www.shetlandlrc.org.uk

OCTOBER 25
Bures Pit Enterprises
Pay & Play Day
Bures, North Essex
www.bures-pit.co.uk

OCTOBER 25
David Mitchell's Landcraft 4x4
Snowdonia Adventure Plus Drive
Bala, North Wales
Tel: 07831 258864.
www.landcraft4x4.co.uk

OCTOBER 25
John Morgan 4x4 Driving
4x4 Owners Day
Slindon Safari, West Sussex
www.4x4driving.co.uk

OCTOBER 26 - 30
Solent and District LRC
Greenlane & Camping Trip
Wales
www.sadlrc.co.uk

OCTOBER 30
Parkwood Off Road Centre
Night Drive, Tong, Bradford
www.parkwood4x4.co.uk

OCTOBER 31 - NOV 8
Portugal - Yorkshire Overland
North Portugal Recce & Tour
Porto and north Portugal
www.yorkshireoverlandtours.com

NOVEMBER 1
All Wheel Drive Club
Comp Safari, Cwm, Ebbw Vale
www.allwheeldriveclub.net

NOVEMBER 1
Cornwall & Devon LRC
CCV Trial, Hayle, Devon
www.cdlrc.com

NOVEMBER 1
Hants & Berks Land Rover Owners Club
RTV Trial, Aldermaston
www.hbro.co.uk

NOVEMBER 1
Isle of Man Four Wheel Drive Club
IOMSPC Trial Round 6
www.4x4.im

NOVEMBER 1
Isle of Wight 4x4 Club
RTV & Modified Trial
Knighton Sandpit
www.iow4x4club.co.uk

NOVEMBER 1
Leicester & Rutland LRC
RTV Trial
Greetham, Rutland
www.lrlrc.co.uk

NOVEMBER 1
Wye & Welsh LRC
Tyro/CCV Trial
Brynmawr, Gwent
www.wwlrc.co.uk

NOVEMBER 1
Muddy Millers 4x4 Club
www.muddymillers.net

NOVEMBER 1
Bala 4x4
Pay & Play Day
Bala, North Wales
www.bala4x4.co.uk

NOVEMBER 1
Devils Pit
Pay & Play Day
Barton-le-Clay, Beds
www.devilspit.co.uk

NOVEMBER 1
Kielder 4x4 Safari
4x4 Safari Drive
Kielder Forest,
Northumberland
www.kielder4x4safari.co.uk

NOVEMBER 1
Muddy Bottom 4x4
Pay & Play Day
Minstead Manor Estate,
near Lyndhurst
www.muddybottom4x4.com

NOVEMBER 1
Parkwood Off Road Centre
4x4 Play Day
Tong, Bradford
www.parkwood4x4.co.uk

NOVEMBER 1
Piccadilly Woods 4x4
4x4 Fun Day
Bonley, East Sussex
www.piccadillywood4x4.co.uk

NOVEMBER 1
UK Landrover Events
Northumberland Tour
www.uklandroverevents.com

NOVEMBER 1
Northern Military Expo
Newark Showground, Notts
www.northernmilitaryexpo.co.uk

NOVEMBER 7 - 8
Nottingham Land Rover Club,
Off-road Weekend
Stainby, Lincs
www.nottslrc.co.uk

NOVEMBER 7 - 8
Peak & Dukeries LRC
Comp Safari & CCV Trial
Norwood Lodge, Derbyshire
www.panddlrc.co.uk

NOVEMBER 7 - 8

UPCOMING EVENTS

GREENLAND WEEKEND
NOVEMBER 7 - 8

Lanes Tracks & Trials, Off-road Driving Events are running a Greenlane weekend fully guided adventure break in Cornwall, Dartmoor and South Devon. Offering an excellent choice of routes to suit all abilities and vehicles and levels of experience further details can be found on the company's website, along with advice and recovery equipment deals that are available to purchase. To find out more check out:
www.lanestracksandtrails.co.uk





BORDERS HILLRALLY
NOVEMBER 21 - 22

The Borders Hillrally returns to the Forest Estate near St John's Town of Dairy near Castle Douglas, a privately-owned forest, which provides in excess of 100 miles over 13 special stages throughout the weekend of November 21-22. The event is the last round of the Hillrally Championship as well as the last round of the 2015 Defender Challenge for Bowler prepared Defenders. As in past years the Borders Hillrally is expected to attract a full entry from all over the UK and beyond. The event is looking for a large team of marshals to ensure the event can run safely, so if you can volunteer please contact the organisers, and you don't need a 4x4 to help, most areas can be accessed by normal car via forest roads, and free camping is available on-site for marshals. Details can be found on the event's website along with contact information.
www.scottish-hillrally.co.uk

Lanes, Tracks and Trial
Greenlane Weekend
Cornwall, Dartmoor and South Devon
www.lanestracksandtrails.co.uk

NOVEMBER 7
Defender Challenge by Bowler Championship
Round 5, Tempest Stages Rally, Aldershot
www.bowlermotorsport.com.

NOVEMBER 7
Northern Ireland Land Rover Club
Skills Assessment Event
Clinty, Belfast
www.landrover-club.com

NOVEMBER 7
Solent and District LRC
Greenlane Trip
www.sadlrc.co.uk

NOVEMBER 7
4x4 in the Forest
Leisure Drive
Cannock Chase, Staffordshire
Tel: 01889 586593
www.forestry.gov.uk/forestry/

NOVEMBER 7
Rufforth Autojumble
Rufforth Park near York
www.rufforthautojumble.com

NOVEMBER 8
All Wheel Drive Club
Trial Wiltshire
www.allwheeldriveclub.net

NOVEMBER 8
Buxton & District LRC
Trial, Hartington Quarry, Ashbourne
www.badlrc.co.uk

NOVEMBER 8
Midland Rover Owners Club
CCV Trial, Wigmore
www.mroc.co.uk

NOVEMBER 8
Pennine Land Rover Club
CCV & RTV Trial
Whitworth, Lancs
www.penninelandrover.co.uk

NOVEMBER 8
Series 3 & 90 – 110 Owners Club
Yorkshire Central Branch
Gymkhana, Helmsley, N Yorks
www.thelandroverclub.co.uk

NOVEMBER 8
Somerset & Wiltshire LRC
CCV / RTV Trial, Binegar Quarry
www.somersetandwiltshirelrc.co.uk

NOVEMBER 8
Suffolk Land Rover Club
CCV Trial, Snuggs Pit, Sudbury
www.slroc.uk.com

NOVEMBER 8
Thames Valley 4x4 Club
Pay & Play Day
Slab Common, Borden
www.tv4x4.co.uk

NOVEMBER 8
Yorkshire Land Rover Owners Club
RTV Trial, Brotherton, West Yorks
www.ylroc.co.uk

NOVEMBER 8
David Mitchell's Landcraft 4x4
Snowdonia Adventure Drive
Bala, North Wales
Tel: 07831 258864.
www.landcraft4x4.co.uk

NOVEMBER 8
John Morgan 4x4 Driving
4x4 Owners Day
Boxgrove Quarry, West Sussex
www.4x4driving.co.uk

NOVEMBER 8
4x4 Without a Club
4x4 Day
Harbour Hill, Aldermaston
www.4x4-withoutaclub.co.uk

NOVEMBER 13 - 15
France – 4x4 Mud'N'Rocks
Xtrem Challenge
Carcassonne, South of France
www.mudnrocksclubxtrem.com

NOVEMBER 13 - 15
Lancaster Insurance Classic
Motor Show, NEC, Birmingham
www.necclassicmotorshow.com

NOVEMBER 13 - 15
All Wheel Drive Club
'Driven to the Edge'
Cross Country Challenge
Walters Arena, South Wales
www.awdc.co.uk

NOVEMBER 14 - 15
Lincolnshire LRC
Malachi Two-day Comp Safari
Wickenby Airfield, Lincs
www.llrc.co.uk

NOVEMBER 14 - 15
Atlas Overland
Wessex Wanderer Tour
Tel: 07834 637355
www.atlasoverland.com

NOVEMBER 15
All Wheel Drive Club
Trial, Derbyshire
www.allwheeldriveclub.net

NOVEMBER 15
Chilton Vale LRC
Trial, Sewell
www.cvlrc.co.uk

NOVEMBER 15
Dorset Land Rover Club
RTV Trial
http://dorsetrover.co.uk

NOVEMBER 15
Herefordshire Land Rover Club
Members-only Event
Coney Green, Stourport-on-Severn
www.herefordshirelandroverclub.co.uk

NOVEMBER 15
North Somerset Land Rover Club
Laning Trip
Warwickshire
www.nslrc.org

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Donington, 29 November 2015

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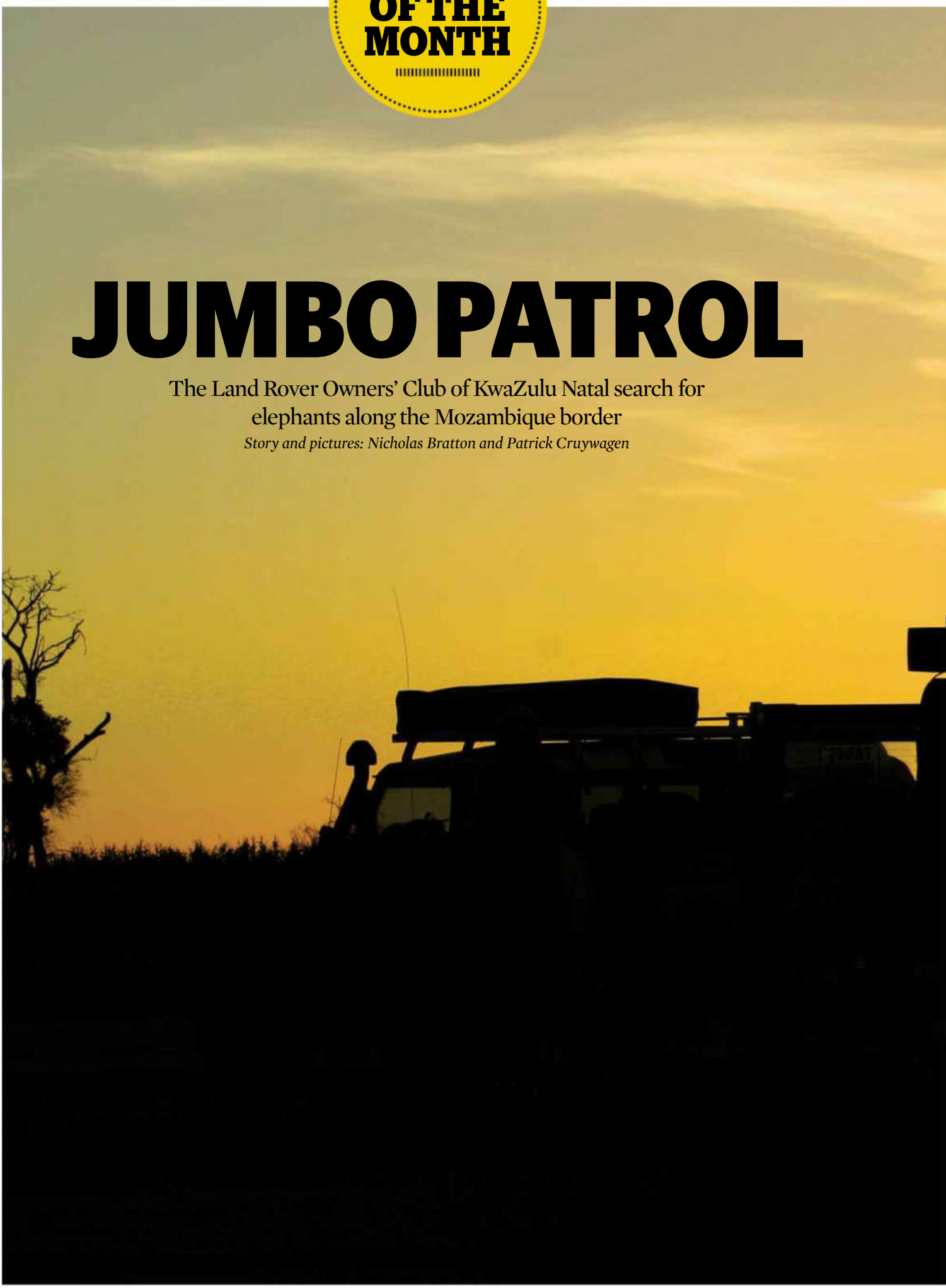
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CLUB OF THE MONTH

JUMBO PATROL

The Land Rover Owners' Club of KwaZulu Natal search for elephants along the Mozambique border

Story and pictures: Nicholas Bratton and Patrick Cruywagen







"The tranquility of the game hide was entrancing"

In a place called Tembe Elephant Park one might expect that the mighty pachyderm reigns supreme, yet it is the diminutive dung beetle that holds right of way. Their ignoble job of tidying up after 220 elephants is often under-appreciated, yet their unseen labours are essential to the health of the eco-system

Tucked into a northeastern corner of South Africa along the border with Mozambique, the park is a hidden gem of nature and is unknown even to many South Africans. Solitude and ruggedness make the place special and the bumpy drive to reach its sandy forests is definitely worthwhile.

The park has strong ties to the local Land Rover community. Each year staff host six fundraising events during which clubs are invited to visit and see Tembe in ways that most can only dream of. The Land Rover Owners' Club of KwaZulu Natal is a long time supporter of the park and its members return yearly for the magic of the wilderness.

The four-day weekend began with an unexpected detour. Prior to leaving Durban for the 298 mile drive, club member Kenneth Jones received an urgent phone call from thepark. A Defender belonging to one of the volunteer rangers had a dead battery and could he please bring a replacement and an alternator? Never one to refuse such a request, Kenneth hustled over to Landy Parts 4 Africa to collect the spares.



Our drive along the N2 motorway demanded constant vigilance. The two lane dual carriageway became a five lane road as slower traffic pull onto the shoulder to let faster vehicles pass, sometimes two abreast. This sounds easy, however the shoulder was frequently occupied by slow-moving lorries, pedestrians, livestock, pineapple sellers and stopped minibus taxis. With relief we turned our pair of Rovers off the highway at Hluhluwe and made more relaxing progress past villages and fields to the park gates.

With the ranger's battery sorted, we proceeded along sandy tracks into the heart of the park as night fell. An hour later we pulled into the Ponweni camp in time for dinner. Most visitors to Tembe stay in the lodge near the main gate or outside the park. The club was allowed to stay at the staff camp in the remote reaches of the interior. It was simple accommodation and a perfect base from which to explore.

The rangers welcomed the club and thanked everyone for their longstanding commitment to the vitality of the park. By the light of the fire we sat down to a traditional South African bush meal: potjie stew, in which a cast-iron cauldron





is filled with layers of meat and vegetables to cook for hours over open coals. This delicious version featured nyala, a type of antelope common in Tembe. Club members rekindled old friendships, forged new ones, and fell asleep as lions roared in the inky night.

The days started early, with some departing before dawn for game viewing while others enjoyed cups of tea with rusks. We had the privilege of driving our own vehicle across the entire park; other visitors could only travel to designated areas as passengers in game-viewing 4x4s. Having the freedom to explore independently afforded wildlife encounters that might not otherwise have been possible. On one foray into the northern reaches of Tembe my wife and I watched in excitement as a lone bull elephant glided past within ten meters of our Defender.

The most consistent wildlife traffic was at the Mahlasela hide. A pump refilled a watering hole where animals congregated. From the elevated and concealed viewing platform we could watch as elephant, nyala, impala, warthog, monkeys and birds gathered to drink and socialize. At one point we counted 30 elephant around the water, trumpeting, splashing and relaxing. The tranquility of the game hide was entrancing; one could easily have spent the entire day in rapt observation.





Above and Left
The northern reaches of Tembe offered off-roaders a perfect viewing platform for wildlife

NEED TO KNOW

Travel tips for South Africa:
Most major airlines fly into and out of Johannesburg. Travel within the country on low-cost domestic flights is inexpensive and the service is good. Mango and Kulula are two budget domestic carriers to consider.

Where to stay in Durban:
It's a big city and some parts are nicer than others. There are many hotels and B&Bs to choose from, as well as private individuals who rent granny flats, entire homes, or spare bedrooms through the website AirBnB.

Driving in South Africa:
Roads outside of cities present many hazards not present in the UK or Europe. Livestock, pedestrians, cyclists and vendors may share major motorways with motorised traffic. Smooth stretches of road may have unexpected potholes. Motorised traffic often travels at a wide range of speeds, from minibus taxis stopped on the side of the road to slow heavy goods lorries and impatient drivers in fast German cars. Be constantly alert and try to avoid driving after dark.

Other places to see:
KwaZulu Natal offers a plethora of amazing destinations. Worthwhile areas to explore include St. Lucia coastal wildlife preserve, Hluhluwe-Mfolozi game reserve (only three hours from Durban), the Midlands, the Drakensberg mountains and Sani Pass – the eastern gateway to Lesotho.

Food:
The variety of food in KwaZulu Natal is superb. Local specialties to try include bunny chow (a hollowed-out half loaf of bread filled with curry), potjie stew, mealie pap (porridge), biltong (dried strips of beef or game) and boerewors (seasoned sausage, best cooked over the coals of a braai).

Where to hire a Land Rover:
Some specialist services offer fully kitted overland Defenders, along with suggested itineraries and pre-loaded GPS waypoints. These tend to be expensive and are best suited for longer journeys into remote areas like Botswana or Namibia. An overlander is not necessary for travel in Kwazulu Natal, as excellent and inexpensive accommodation is prevalent in most areas. Sites like drivesouthafrica.co.za and experiencecarhire.co.za also offer newer models such as Discovery 4.



"It was clear the Land Rover of choice was the Defender"







Left
Road signs illustrating 4WD and dung beetles and a braaivleis (BBQ over hardwood coals) are tyical South African sights

For much of the visit it seemed the lions were evading us – other club members reported sightings while we were elsewhere. One evening my wife and I joined Kenneth and his daughter in his Series One to stake out the marshy plain through which the lions often passed at dusk. Over gin and tonics we finally saw a lion as the sun was setting.

Once darkness closed in the evening festivities commenced at camp. The highlight of the merriment was the braaivleis, the traditional South African barbecue. Over hardwood coals hungry club members grilled generous heapings of meat: steaks, chops, ribs, bacon, chicken and the ubiquitous boerewors, or farmers' sausage. In typical South African fashion families shared food with one another and laughter floated up into the night with rising sparks from the fires.

From walking around camp it was clear the Land Rover of choice was the Defender, joined by a couple of Discoveries and Kenneth's charismatic Series One. Each had extensive customisations, ranging from drawer systems to sleeping arrangements, bespoke roll bars to concealed storage spaces. The comparisons in camp were all well and good, but the main purpose for our Land Rovers was to drive. The soft, sandy tracks snaking through the park were easily negotiated in high range with centre diff locked, burbling along at a sedate 12 mph. Even with 15 Landies roaming the park we rarely encountered other vehicles in the 300 sq km expanse.

It was with sadness that the end of the visit drew near. Club members reluctantly bade farewells and ventured out along the tracks for one last drive en route to the gate. This had been, in many ways, the quintessential Land Rover experience: exploring open country in the southern African wilderness with windows down, warm breeze blowing, while watching majestic animals at ease in their natural environment and sharing the friendship of fellow enthusiasts. We departed, grateful for the chance to see the hidden corners of a lesser-known park and keeping a watchful eye on the tracks, ready to yield to dung beetles.

ABOUT THE CLUB

LAND ROVER Owner's Club of KwaZulu Natal is the largest club in the region, organising monthly activities that include trials events, wine tours, multi-day trips into the wilderness and social gatherings. Land Rovers of all vintage are welcome, and the club is often a highlight at motor shows with their collection of older Series models. See http://www.landroverclub.za.org/ for more information.

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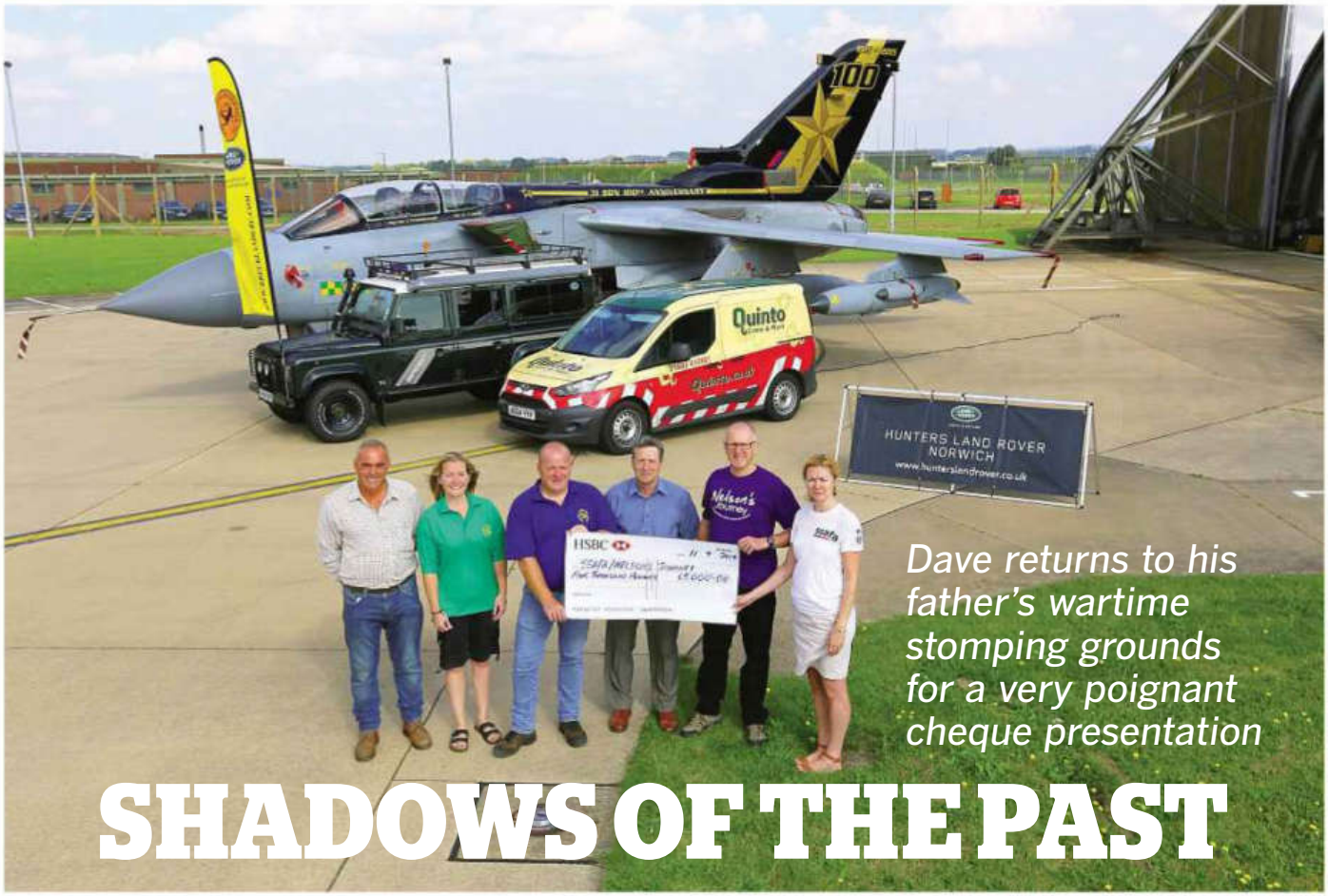


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We don't just write about Land Rovers: we live, breathe and spend all our wages on them



Dave returns to his father's wartime stomping grounds for a very poignant cheque presentation

SHADOWS OF THE PAST

On September 13, 1931, half a million spectators lined the shores of the Solent in Hampshire to witness a British seaplane win the coveted Schneider Trophy. It was a Supermarine S6.B piloted by John Boothman from nearby RAF Calshot and it achieved a world record speed of 380 mph over the triangular course.

Among the crowd that day was a local lad who had celebrated his 14th birthday a month earlier. In those days, even motor cars were a rarity around his home in the New Forest, so you can imagine the thrill of witnessing great seaplanes roaring past at almost 400 mph. There and then he decided he would one day join the RAF – an ambition he achieved in 1935, at the age of 18.

That lad was my dad.

Four years later, in September 1939, Dad – by then a tail gunner in Bomber Command – was on leave at his parents' cottage in the forest when war was declared. Later that day, a telegram arrived, summoning him back to RAF Marham, Norfolk.

For the next few years, my father was employed in the most dangerous job imaginable. He worked night shifts, with a commuter trip that involved flying over occupied Europe. But he obviously did his job well: he was awarded the Distinguished Flying Medal (DFM) and went to Buckingham Palace to collect it from the King.

Of the 125,000 Bomber Command air crew that served in World War 2, 55,573 (44 per cent) were killed in action. Happily, Dad was one of the lucky ones. He survived.

One night when he didn't have a mission he went on a pub crawl with his mates in nearby King's Lynn, where he met a local lass who he would eventually marry. I'm glad they did, because she was the woman I'd call Mum after I arrived, some 14 years later.

You could say that I owe RAF Marham a great debt of gratitude – after all, I wouldn't be around without it – so I was dead chuffed this year when it was announced that the East Anglian Off-Road Show, with which *LRM* has been involved for the last three years, would be raising money for SSAFA – the charity that supports RAF Marham's families.

The show's organisers, Breckland Land Rover Club, invited me to the cheque presentation at RAF Marham. It was a huge privilege as well as a poignant moment for me. Dad passed away in January 2012, in his 95th year, and this was my first chance to walk on the same ground he'd strode across in the dark days of the war.

These days, Tornado jets have replaced the Wellington bombers, and there were big smiles all round as Breckland handed over £5,000 to the SSAFA, as well as the same amount to Nelson's Journey, a local charity that supports bereaved children. Dad would have been proud.



DAVE PHILLIPS
EDITOR

DISCOVERY 1

YEAR: 1996 **MILEAGE:** 144,000
POWER: 111 bhp
TORQUE 195 lb-ft **MPG:** 25

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TREVOR CUTHBERT
Trevor's fleet of Land Rovers gets bigger with a donor



DAVE PHILLIPS
Traces Dad's footsteps and finds a cure for condensation



PATRICK CRUYWAGEN
Tests Land Rover's invisible trailer... whatever next?



THOM WESTCOTT
Separated from her SIII, it starts to play up in other hands









■ The East Anglian Off-Road Show is held every June at a venue with another RAF connection. The former RAF Bircham Newton is now the training hub of the CITB (Construction Industry Training Board) and hosts the biggest and muddiest off-road event in the UK. Breckland LRC members nickname it the Dirty Weekend – and you can see why. It's well worth a visit.

In Suspense

My mate Nigel Hammond is a member of Breckland LRC as well as a huge fan of military aircraft, so he jumped at the chance of going to RAF Marham, too. Later, back at his place, he did a full service on my 300Tdi Discovery.

All went well until he came to checking the diff and gearbox levels and there was a muttered curse from below as Nigel came to the front diff. I'd forgotten to warn him that the Terrafirma diff guard had to be loosened off and moved to allow access to the filler orifice. Or at least it used to...

"I'll soon sort that out," said Nigel. I expected him to reach for his favourite big hammer, but instead he grabbed his angle grinder and cutting disc. It took him all of two minutes to remove enough metal from the diff guard to allow access for a socket.

I was mightily impressed and took a quick snap of his handiwork. Later I checked out the image on my camera and noticed that the ratchet appeared to be suspended on its own, in midair. No, I can't explain it, either.

1. Nigel picks an unusual spot for an afternoon nap **2.** 1941 clipping from the *Southern Evening Echo* **3.** Spooky suspended ratchet **4.** On damp mornings you can hear the slurp of the silica gel sachets as they suck in the moisture from my windscreen
5. William Phillips – aka my dad – in 1940



Instant Demister

If, like me, you park your ageing Land Rovers outdoors, you no doubt suffer condensation on the inside of your vehicle now that the colder months have arrived. But you don't have to.

There is a very cheap and effective remedy that will keep your Land Rover interior dry and condensation-free – simply place a couple of big silica gel sachets on your dashboard. They're big versions of the little sachets that manufacturers put in packages containing camera and electronic gear. They really do suck the moisture out of the air. Every fortnight or so, I bring them indoors and place them on top of a warm radiator for a couple of hours, to dry out again before I re-use them. I use 50 g sachets from 7 Day Shop (www.7dayshop.com).

TRAILER TECH

Have you heard the one about the invisible trailer...



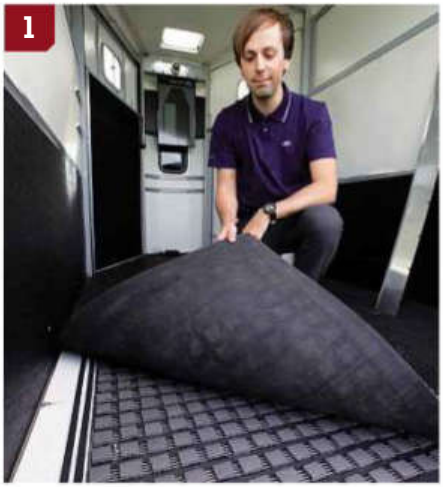
Just when you thought Land Rover could not get any more technologically advanced, they invite you to the Burghley Horse Trials to show you an invisible trailer.

If somebody told you 20 years ago we would be towing invisible trailers you probably would have had them admitted to the loony bin. Fast forward to 2015 and this was just one of the two technologies we got to see in action and try out for ourselves.

The second was something they call the Cargo Sense App, this allows the driver to remotely monitor what is going on in their trailer via a smartphone app. In other words it can tell you if your cargo is moving about or has been stolen

Let's start with what Land Rover call the Transparent Trailer, obviously it's not really invisible, but allow me to explain how they appear to make it invisible. These days modern Land Rovers seem to have a camera just about everywhere. So now what the smart people at Land Rover have done is put an additional digital wireless camera on the back of the trailer that the Land Rover is towing.

Nothing new some might argue, but they have then stitched together the footage from the trailer cam, reverse cam





PATRICK CRUYWAGEN
DEPUTY EDITOR

DISCOVERY 2 GS

YEAR: 2001 **MILEAGE:** 120 000
ENGINE: Td5 **POWER:** 136 bhp
TORQUE: 232 lb-ft **MPG:** 28

and the two wing mirror cameras. Now here is the bit I just love. By stitching these four live camera feeds together the trailer becomes invisible when you look at the live feed picture in your rear view mirror. Don't worry it has not been nicked, you only need to monitor the fuel consumption figures to confirm this.

The best part of all is that your blind spot is now gone, thereby making driving and towing a whole lot safer. We got to test the system and I have to admit that it is rather impressive. When reversing you can actually see anything behind the trailer as it's invisible.

They placed a camping chair in what would normally be the blind spot behind the trailer to prove the point, and now



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thanks to this clever technology there are no excuses for driving into or over something with the trailer. "I didn't see that" is no longer an accepted excuse

One of the journalists did almost reverse into the chair, because she is so used to waiting for the parking sensors to warn her that she is about to drive into something. She was trusting her ears and not her eyes.

This technology is still in its infancy and I'm sure that once they are ready to roll it out the trailer will have parking sensors, too. Anything that makes our roads safer is a good thing, so hats off to the engineers who came up with this simple, yet highly effective system

Next up was the Cargo Sense App. As previously mentioned this helps the driver to remotely monitor what is going in the trailer via a smartphone. How does it do this? They lifted the mat in the trailer to show us, there were hundreds of pressure sensors underneath it. There was also a camera mounted inside the trailer so you can see live footage of your horse or cargo. The camera and sensors are wirelessly linked to the tow vehicle. So, if the cargo you are carrying shifts from one side of the trailer to the other or if your horse suddenly starts tap dancing then the Check Cargo alarm will go off.

A passenger could then use the infotainment system to watch live footage of what is going on in the trailer. If the vehicle is moving, the driver will have to stop to watch the live feed on the infotainment system. The part that I like the best is that if the temperature drops in the trailer or someone is tampering with it then you will be alerted via SMS of the situation, thanks to the pressure sensors.

Hopefully this is in good time so that you can do something about it. With this system you will know what is happening in your trailer whether you're driving or parked up. These two new systems, using a camera and some pressure sensors, will make towing a more pleasurable affair. I bet the horsey folk and their horses at the Burghley horse trials cannot wait for the official launch of these systems.

1. Hundreds of pressure sensors monitor movement and a change in temperature
2. Live cameras are stitched together to help the trailer look invisible in the rear view mirror

LRM'S FLEET

Every month, *LRM* staff and contributors share their real-life experiences with the Land Rovers they own...



DAVE PHILLIPS
EDITOR
1996 Discovery 300Tdi
1984 Ninety NA diesel



PATRICK CRUYWAGEN
DEPUTY EDITOR
2001 Discovery 2 Td5



ED EVANS
TECHNICAL EDITOR
1976 Series III 88 soft top
2000 Freelander 1 L-series
2000 Defender 110 Td5
2006 Range Rover Sport TDV6



THOM WESTCOTT
CONTRIBUTOR
1977 Series III Lightweight



ROGER HICKS
JOURNALIST
1972 Series III





BROTHERLY LOVE...

Thom's brother discovers that dials in a 38-year-old car aren't all that reliable

Since being left in charge of the Lightweight, my brother Nick has been taking his job as active guardian very seriously as he sends updates about getting to grips with the idiosyncrasies of my lovely Land Rover.

The good news, he tells me in early emails, is that the Lightweight (which he refers to as she) has been running well since he picked it up from Rickmansworth Sports Cars which, despite the rather unlikely name, did sterling work for the MoT. The only problem has been a stall on a busy roundabout, which provoked an embarrassing amount of horn-blowing from other motorists.

But Nick's enthusiasm starts to ebb when, within a week, it has broken down – the sorry account of which bounces into my inbox on Sunday night. "I was out with my mate Anson and we noticed she was overheating, so headed for home but then she started kangarooing violently before cutting out completely, right outside the entrance to North Wood Headquarters – HMS Warrior. Ooops! Managed to start her up to just get us round the corner, right in front of a massive house, and the owner came back in his Mercedes just at that point. If looks could kill! But they can't, and he had to wait for Anson and I to push it up the hill. When we reached the brow, we drifted her back down the other side, so she's close to home. What do you want me to do?"

I reply with a few troubleshooting ideas of things to check under the bonnet before trying to tactfully mention the little matter of petrol, since the only time I recall the Lightweight kangaroo jumping like that is when I have deliberately emptied one tank while safe in the knowledge that the other was full. "Does it actually have petrol in the tank?", I ask. I get a reply within seconds saying the petrol gauge showed half full and asking if the gauge was reliable. Ha, ha, ha, I think. It seems like quite a joke, expecting the dials on a 38-year-old vehicle to be accurate, even if I might have forgotten to mention that before I left. I type back that no dials are reliable and the only way to be sure is to look inside the tank.

"Anson and I needed a couple of beers to calm our shattered nerves, so we won't be driving any more today," he writes, adding that he will return on foot to investigate the fuel tank.

"What can I say? Just been up to have a look, couldn't see properly in there so made a dipstick out of a third of a page of a back issue of *Land Rover Monthly*. It seemed to be the cleanest thing in there. And erm, well, it was extremely low, less than an inch registering. Sorry, will get a jerry can up to her tomorrow. Unbelievable, I've driven so many things and if a fuel gauge registers half a tank, you're generally okay!"

The next day there's good news and bad, Nick says. A full tank of petrol did the trick and got the Lightweight home with no kangarooing but, he adds: "I decided to take her for a spin to show there were no hard feelings. But there were! She started overheating (on the water temperature gauge) so I just bought her back and parked up."

I send a comforting note saying that, since the dials are so unreliable, I don't class it as overheating until the needle is nearing the top of the red. I offer the reassurance that these teething problems are nothing personal. The Lightweight has always played up with other people left in charge. I cite how, when I loaned it to my friend Ron one Christmas, fireballs shot out from the underside when he was transporting an elderly relative home through the snow.

"Sorry, the Land Rover is so temperamental, no wonder the two of you get on," Nick writes, full of brotherly affection. He signs off with the slightly bitter addendum that his normally willing partner-in-crime Anson now refuses to get in the Lightweight after having pushed it quarter of a mile uphill.



THOM WESTCOTT
CONTRIBUTOR

SIII LIGHTWEIGHT

YEAR: 1977 **MILEAGE:** Debatable, since the speedometer doesn't always work and I replaced the dial some years ago, inadvertently dropping several thousand miles off the clock. **ENGINE:** 2.25 **POWER:** Quite a bit **TORQUE:** Several lb-ft **MPG:** Vastly improved! 14 - 16 mpg is the optimum given in handbook, but I like to think I fare slightly better with the overdrive

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LRM'S FLEET

Every month, *LRM* staff and contributors share their real-life experiences with the Land Rovers they own...



STEVE MILLER
ADVERTISING EXECUTIVE
1983 One Ten V8
1997 300Tdi Discovery 1
1982 Stage One V8



TREVOR CUTHBERT
CONTRIBUTOR
1957 Series 86"
1960 Series II 88"
1983 One Ten HCPU
1987 130 Double Cab HCPU
1988 Range Rover 4.0L automatic
1990 88" coil sprung V8 hybrid
1992 Defender 90 200 Tdi
1993 Defender 110 Tipper
1993 Defender 130 Cherry Picker
1994 Defender 110 300 Tdi Soft Top
2003 Discovery 2 2.8L TGV automatic
2005 Defender 90 TD5 Hard Top



DAVE BARKER
CONTRIBUTOR
2004 Defender 300Tdi
2013 Freelander 2
1958 Series I



RICHARD THOMAS
CONTRIBUTOR
1955 Series I
2004 Discovery 2



IMPOSSIBLE TO RESIST

An engineless Discovery 2 you say? Yes please!

"Any interest in a D2 with no engine, Trevor?" This was the call from my friend Frank at Jamison Land Rover Specialists (JLS). Frank phones me from time to time, if he has a trade car in that he thinks I might be interested in. Just like the cracking wee Defender 90 300Tdi that I had from him recently, which actually turned out to be too good to be a donor for a project that I have in mind. Now, what would I want with an engine-less Discovery 2, you might ask, when I already have a perfectly good one?

The key thing for me was that the vehicle had recently been fitted with an Ashcroft Transmissions R380 gearbox – something that my own Discovery is going to need before too long. This was worth my offered price alone. As a 2004 XS model, the metallic red D2 also has the facelift headlights, grille and bumper and rather fetching half-leather half-suede seats, as well as numerous other parts that are worth good money.

I duly arrived at Jamison's with an empty trailer and a cheque to collect the new acquisition. The poor thing was sitting down on its bump stops at the back – collapsed air suspension as result of being decommissioned and a Td5 engine in the back. Why was it engineless, with a dead engine in the boot? Well, the D2 failed the MoT test for the reason that most are failing now – a chassis that was completely rotten at the back. The owner parked it in disgust, up until the engine blew in his Defender 90. At this point JLS were asked to carry out an engine transplant to save the Defender. The remains were for sale in order to reduce the JLS bill and free up the yard.

The journey home commenced in a rather alarming manner, because at 32 mph the trailer began to fishtail. The red D2 was loaded correctly, I thought – pulled onto the trailer until the tow car began to sink a little at the rear, indicating a reasonable nose weight. But of course, this was my rear air springs settling; these would pressurise on the road to correct the ride height. Uh oh, the load was badly out of balance, due to having an engine in the back, not the front. I pulled over and moved the Discovery as far forward as possible on the trailer, which made a remarkable difference – I was now able to travel at the legal speed limit for towing a trailer (50 mph on A roads).

So, why am I writing about what is essentially a donor car in Writer's Rovers? Well, I am now considering whether to rebuild the Discovery on a new chassis and find a good Td5 engine for it, for myself. I really like the XS specification and being part of the last production of Discovery 2, it is more than two years younger than my own car. And I do hate to see good vehicles dismantled and scrapped, when it is within my capability to save them. Perhaps I will build it and then decide which one to sell. This enterprise would have to be funded by the black one that I have up for sale – a 2001 GS on a very shiny new chassis. I seem to be a glutton for punishment!



TREVOR CUTHBERT
CONTRIBUTOR

DISCOVERY TD5

YEAR: 2004
MILEAGE: Unknown
POWER: 0 bhp (Engine in the boot)
TORQUE See above
MPG: 22



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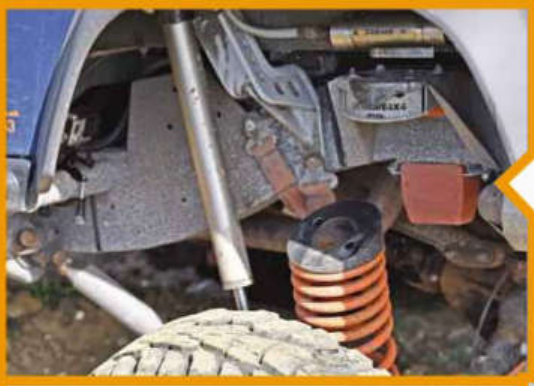
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Britpart Performance - Lifted Springs

				Bar Diameter	Rate lbs/in	Free Height
Defender 90		**Lift**	**Load**			
DA4201	Front	25mm	25kg	16mm	200	420mm
DA4202	Front	40mm	50kg	16mm	230	390mm
DA4203	Rear	40mm	Light	17mm	220	435mm
DA4204	Rear	50mm	100kg	18mm	300 - 340	425mm
DA4205	Rear	50mm	200kg	19mm	360	430mm
Defender 110						
DA4201	Front	25mm	25kg	16mm	200	420mm
DA4202	Front	40mm	50kg	16mm	230	390mm
DA4206	Rear	40mm	100kg	17mm	270 - 295	445mm
DA4208	Rear	50mm	500kg	21mm	420	445mm
Defender 130						
DA4202	Front	40mm	50kg	16mm	230	390mm
DA4208	Rear	50mm	500kg	21mm	420	445mm
Discovery 1						
DA4201	Front	25mm	25kg	16mm	200	420mm
DA4202	Front	40mm	50kg	16mm	230	390mm
DA4203	Rear	40mm	Light	17mm	220	435mm
DA4204	Rear	50mm	100kg	18mm	300 - 340	425mm
DA4205	Rear	50mm	200kg	19mm	360	430mm
Discovery 2						
DA4199	Front	40mm	20 - 50kg	15mm	180	390mm
DA4198	Front	40mm	50 - 100kg	16mm	220	390mm
DA4203	Rear	40mm	Light	17mm	220	435mm
DA4197	Rear	40mm	Medium	18mm	290	430mm
DA4205	Rear	50mm	200kg	19mm	360	430mm
Range Rover Classic						
DA4201	Front	25mm	25kg	16mm	200	420mm
DA4202	Front	40mm	50kg	16mm	230	390mm
DA4203	Rear	40mm	Light	17mm	220	435mm
DA4204	Rear	50mm	100kg	18mm	300 - 340	425mm
DA4205	Rear	50mm	200kg	19mm	360	430mm

Note - Spring quantity 1 = 1 pair

"Britpart performance springs are high quality, versatile and competitively priced..."

Britpart Performance - Standard Height Springs

		Bar Diameter	Rate lbs/in	Free Height
Defender 90				
DA4277	Front	16mm	225	390mm
DA4278	Rear	18mm	285	385mm
Defender 110				
DA4277	Front	16mm	225	390mm
DA4279	Rear	19mm	330	415mm
Discovery 1				
DA4277	Front	16mm	225	390mm
DA4278	Rear	18mm	285	385mm
Range Rover Classic				
DA4277	Front	16mm	225	390mm
DA4278	Rear	18mm	285	385mm

Note - Spring quantity 1 = 1 pair

Britpart yellow springs are designed for the enthusiast who wants a performance spring without having to raise the vehicle. They offer a firmer ride with less body roll, ideal for a vehicle with uprated performance or one used for carrying heavy loads. The springs are designed to offer full articulation off-road with a compliant ride. Developed by one of the world's top spring manufacturers these high quality, powder coated yellow springs have been designed with the needs of today's Land Rover owners in mind.

Britpart performance springs are high quality, versatile and competitively priced - the right choice when replacing the old sagging original springs.

Developed by one of the world's top spring manufacturers these high quality, powder coated yellow springs have been designed with the needs of today's Land Rover owners in mind. Britpart performance lifted springs have the added benefit of improving your vehicles approach and departure angles which in turn allows you to overcome more obstacles when off-roading.

As Land Rovers are often working vehicles as well as the family car, uprated springs must offer the ability to carry loads, handle off-road terrain and provide a good ride on road. The progressive springs offer a compliant ride when lightly loaded, but firm up as the load increases.



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Britpart Performance 1" Lower Springs

Reduce the ride height of your Land Rover by 1" (25mm) by fitting these lowered springs. By lowering your vehicle it will help reduce body roll as well as giving your vehicle a more sporty squat stance. The springs are designed in line with the standard spring rate specification. Finished in powered coated orange paint.

DA4563	Defender 90 & 110/Discovery 1/Range Rover Classic	Front pair
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LRM TECHNICAL

LAND ROVER IS SQUEAKY CLEAN ON EMISSIONS



We can look forward to tougher MoT emissions testing after authorities complete their inquiries into the VW emissions scandal. It's likely to lead to more rigorous independent testing of new cars in Europe, backed up by further testing down the line to ensure emissions stay at an appropriate level throughout the car's life. That's already a function of the MoT test, but the test criteria will inevitably become more complex and stringent.

But is Volkswagen such a demon for installing software that detects an emissions test and alters engine parameters to suit? When so many motorists complain about the costs, performance restrictions and attendant bureaucracy that come hand in hand with emissions regulations, perhaps we should applaud VW's contempt of the system.

They're not the only ones cheating on emissions. There are also all the car owners who have had diesel particulate filters, EGR systems and catalytic convertors removed to avoid paying for proper repairs and replacements – to the detriment of the air we breathe.

"Past evidence and track record suggests Land Rover is reputable and honest"

A shadow was cast over emissions figures not long ago when a survey suggested some manufacturers' fuel consumption figures were over-optimistic compared with owners' experiences on the road. As we know, basically the higher the fuel consumption, the higher the emissions output, so we can assume the cars that underperformed on fuel consumption were also kicking out higher emissions than was claimed.

I'm relieved to say the opposite story applied to Land Rover vehicles. In the same survey, owners reported even better fuel consumption than was being claimed by the manufacturer, which suggests emissions would be lower, too. I've just spent a week with a 4.4-litre V8 diesel Range Rover Sport 2, which clocked a real 38 mpg, and I wasn't hanging about. That's seriously good for the size of the car and engine, and better than Land Rover's claim.

As I write this, other European vehicle brands are being lined up for scrutiny alongside VW – and all are at the mercy of lawyers devoid of philosophy and emotion.

Whatever our various views on emissions and regulations may be, it's pleasing that past evidence and track record suggests Land Rover is a reputable and honest operator.

TECHNICAL EDITOR
ED EVANS
lrmtechnical@gmail.com

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THANKS TO: *Steve Grant at the Britpart workshop*



{FREELANDER 1}

SUNROOF REBUILD

We don't need sunroofs in winter, but they'll still leak, even when kept closed. Ed Evans seeks a watertight solution.

The sunroof on this Freelander has let a lot of water in over the years, even though it was just an occasional drip. Despite checking the sunroof's drain lines, fitting a new seal to the glass and re-aligning the roof, the steady drip continued when the rain and wind suited. The result was a heavily corroded internal frame on the underside of the glass, and it led to the replacement of the lift mechanisms on both sides purely because the screws were too rusted to be removed. It's another example of how prompt and more complete maintenance can save much time and money later.

This extra work caused by the corrosion problems means that this feature now includes how to change the glass and its steel frame, replacing the glass' sealing strip, motor removal and replacement of the lift mechanisms – which just about covers everything. We're in the Britpart development workshop with Steve Grant, finding more than we bargained for.



ED EVANS

■ General workshop tools

TIME	COST
3 HOURS	FROM £330

DIFFICULTY RATING

> REMOVING THE GLASS



1 The black plastic trims are prised off at each side to expose the screws holding the glass panel. The glass frame is seriously rusted.



2 The three Torx screws holding the glass roof's metal frame to each side are badly rusted and cannot be removed.

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3 The roof panel will have to come off using unconventional means. We start by tilting the roof and pulling the seal off from the rear.



4 The rusted frame under the glass roof has lost its bond with the glass, as such we can easily separate the two at the rear.



5 The right side and front of the glass is also carefully prised from its rusted frame – the glass is bonded only to the rust.



6 The left side bonding was intact. Steve sliced through it using cheese wire – sawing from inside to outside of the frame.

WORK SAFELY

- **When working at the top of the roof, ensure you have a stable raised platform to work from.**
- **Adjust the front seats for a comfortable position when working overhead inside the vehicle.**
- **Wear eye protection when working overhead, when clearing rust debris and when using compressed air to clear drain tubes.**



7 With the glass removed, the rusted frame was still attached to the lifting mechanisms on each side, and would have to come off somehow.



8 One screw did release after soaking in easing fluid and carefully working it back and forth to avoid dislodging the threaded insert behind.



9 The other five screws were rusted solid, so Steve used the angle grinder with cutting disc to cut the roof frame from the lift mechanisms.



10 The remains of the steel backing frame for the sunroof glass could now be lifted off, and discarded with the old glass.



11 That still left a strip of metal around each screw, which we used to lever the screw round. Now the screws turned, but they weren't undoing...



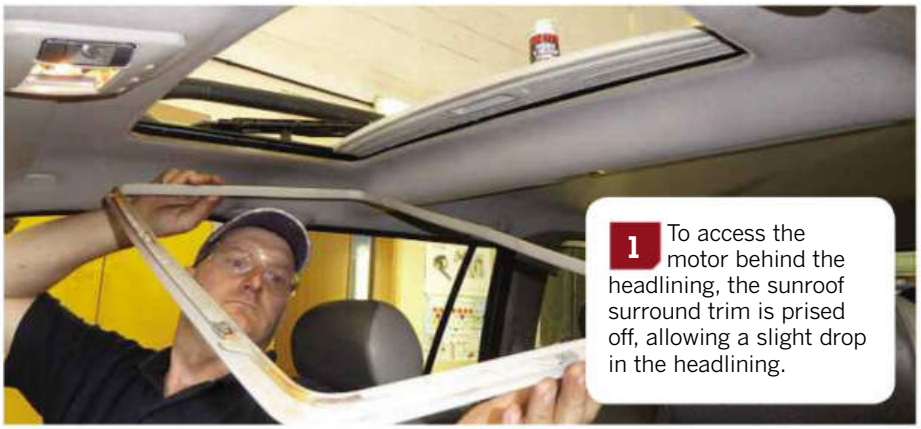
12 ... because the screws are threaded into these brass inserts set into the plastic lift mechanisms – they'd loosened and started spinning.



13 The only answer is to fit new lift mechanisms before installing the new roof frame – if only it was that simple, but here goes.

> REMOVING THE LIFT MECHANISMS

THE LIFT mechanisms on each side of the sunroof aperture are operated by two spiral (or worm drive) cables. These, in turn, are driven by the sunroof motor which is above the headlining, behind the front interior light bezel. Each cable is an integral part of the lift mechanism assembly, so the cable comes out with the mechanism. So, the first job in removing the lift mechanisms is to gain access to the motor, and then detach it from the cable gearbox in the roof so that the cables are free to be pulled through. The lift mechanisms are simply secured to the side of the roof aperture tray by four Torx screws on each side.



1 To access the motor behind the headlining, the sunroof surround trim is prised off, allowing a slight drop in the headlining.



2 The centre lens is sprung out of the lamp housing, and two 8 mm AF bolts removed. Wiring is unplugged as the lamp is released.



3 Now we see the sunroof motor. The assembly is held by three Torx25 screws. This one is accessible through the lamp aperture.



4 To fully remove all three screws, we gently pull the headlining down and work through the gap using this cranked Torx key.



5 The motor is now lowered away from the cables' gearbox, in which we see one of the two cables. The motor rests on the headlining.



6 Before removing the lift mechs, rust debris is picked out with a screwdriver and mopped up using a magnet and vacuum cleaner.



7 With the lift mechs pushed to open position, the wind deflector front corners are pulled back, then lifted to unhook the wire stays.



8 With the lift mechanisms pushed to tilt position, these two Torx20 screws are removed from the rear corner of each lift mech.



9 When removing the outer screws, there is a cam located under the head, which needs to be prised outward and saved for reuse.

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10 At each front corner, two screws are removed from the cable guide plate before prising the plate loose and storing for later.



11 The frame is now prised away slightly to release the tab (arrowed) on the inner side of each mechanism, freeing the mech.



12 The mechs, with attached drive cable, are removed while firmly holding the cable tube (bottom left) to prevent it pulling out.

> FITTING THE NEW LIFT MECHANISMS



1 Britpart supplies Genuine Land Rover lift mechs (part number EFI100021 (RHS), EFI100031 (LHS), costing £130 each including VAT.



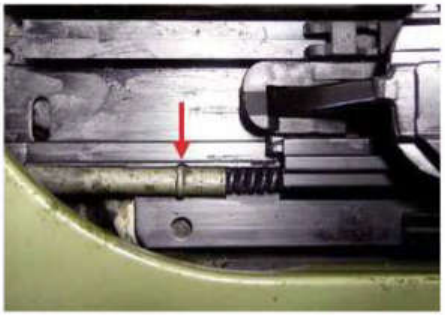
2 When fitting the new lift mechanisms, it's important to ensure the cable tube is not pushed into the body, or its grommet dislodged.



3 The cable is fed down the tube towards the sunroof motor, as the lift mechanism is lowered into its position on the roof tray.



4 When seating the lift mechanisms, the tabs need to be engaged under the edge of the sunroof frame at each side.



5 With the lift mechanism in position, the raised collar on the cable tube should locate in this groove in the lift mech base.



6 The guide plate is refitted, ensuring the groove in the underside of the guide (inverted here) locates over the raised collar on the tube.



7 The screws are now refitted, with these cams under the rear outers. Then the motor, interior light and headlining are refitted.



8 Finally, the surround trim is refitted from above, where it is easier to locate the clips into the steel roof frame – rear edge first.

> FITTING THE NEW GLASS ROOF PANEL

DESPITE RENEWING the two lift mechanisms because of the seized screws still holding the remnants of the glass roof's metal frame to them, we still had a problem. The new mechanisms came with the threaded brass inserts fitted to accept the screws which hold the glass panel's frame to the mechs, but they didn't come with new screws.

Normally, you would reuse the screws that came out of the old mechs, but ours were rusted in. So that meant a trip to the local hardware supplier where Steve sourced six socket head screws of the correct 4BA thread. The heads were larger than those of the original Torx screws, but they would have to do. And the screws were too long for the blind holes they would be screwing into, so Steve shortened them and filed up the ends of the thread to ensure a good entry. We would also need washers under the heads, which were smaller in diameter than the original Torx heads.

For this particular model, the replacement steel underframe with a new glass bonded to it is supplied by Britpart and is a Genuine Land Rover part, number EFT500070. Expect to pay around £128.



1 The new steel underframe (replacing our rusted item) and glass are supplied as a Genuine part one-piece bonded assembly.



2 The glass and bonded frame are fitted from the top, tipping up at the rear to position the front edge first, then gently lowering.



3 With the panel seated, the six screws are entered through the steel frame and lightly screwed into the lift mechs.



4 After checking and adjusting on top to confirm the glass panel was level at the corners, the six screws were fully tightened.



5 Finally, the finishing strips were refitted over the screws on the roof frame. Luckily, they clipped on, despite the larger screw heads.

> A RESULT

WHEN REASSEMBLED, the sunroof worked perfectly – open, close, tilt – and, in the two months since doing the job, not a drop of water has come through, despite standing out in the weather and driving in heavy rain. If yours is leaking, then before fitting a new seal around the glass, check the bonding of the steel frame to the glass, and check whether it is seriously corroded. If it is, it will allow the glass panel to move in the aperture, so that even a brand new seal cannot do its job. The answer in such cases, is a new glass and bonded frame assembly.

TIPS & TRICKS



If the motor needs changing, it will lift out through the headlining after unplugging the cable connectors.



The gearwheel on the top of the motor engages in the circular hole in the gearbox here, between the two drive cables.



The screwdriver slot on the motor can be used to turn the motor gear, to align the teeth with the cables when refitting it.



New glass seal may cure leaks if glass/frame bond is sound – fit from centre rear. Part EEQ100340, costs around £47. Also fits Discovery 1.



Gently pour water into the roof near the drain tube. It will exit under the car, unless tube is blocked (use air line) or disconnected inside.

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STORY SO FAR

THE RANGE Rover project, owned by Andy Webb, has evolved into a complete body-off rebuild – from an original plan to re-power the car and convert to right-hand-drive. We are leaving no body panel unturned in order to rebuild this Range Rover in a manner that leaves it as corrosion-proof as possible. The original chassis has already been repaired, galvanised and built up into a rolling chassis. And we have already stripped and shot-blasted the body shell ready for its full repair.

{RANGE ROVER CLASSIC PROJECT}

REPAIRING THE BODYSHELL PART 9



TREVOR CUTHBERT

■ Tools: General workshop tools

TIME 26 DAYS

COST £5016

DIFFICULTY RATING

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Trevor Cuthbert brings in a welding specialist to re-construct the Range Rover's ailing bodyshell

The Range Rover project is going very much to plan, with no unforeseen problems. But an undertaking of this magnitude is always going to throw up something unexpected, at some stage. And now we were faced with it. The body shell had been shot blasted ready for us to begin cutting out the bad metal and replacing it by welding in new material.

Due to unexpected circumstances, the engineering works that was to refurbish the body shell was unable to go ahead with the project.

Andy Webb (the owner of the Range Rover) and I discussed ways to get the project back on track. I then suggested that we talked to a young man who had been helping me occasionally in my workshop on Saturday afternoons. Robert Kiss, who moved with his family to Northern Ireland from Slovakia, is a hard-working Land Rover nut who comes to me to gain experience on Land Rovers. His day job is welder-fabricator on constructional steelwork. Would lighter car body work be within his skill set? He was more than happy to give it a go, so we got it set up. As my own workshop was tied up with a couple of other Land Rovers in progress, we decided to carry out the work in a shed at Andy's business premises, and brought our own tools and equipment and a hired MIG welder.

The areas needing major repairs are almost identical on both sides of the Range Rover. These are: rear body mounts, rear wheel arches, rear section of the sills with body mounts, rear passenger footwells and the front inner wings.

As the repair methods will be similar for both sides, we will show all of the work carried out on what will be the driver's side of the Range Rover - the right side (formerly left-hand drive).

Other minor areas only need little patches or fills with weld. Our task was made easier by the range of repair and replacement parts and panels supplied by YRM Metal Solutions. Making these parts from scratch would have probably taken three times as long.

Costs for parts, materials and consumables are £808, and £720 for the welding part of it.

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> REPLACING THE REAR BODY MOUNTS

WE STARTED with the rear body mounts, as they were going to be the easiest of all of the work we had ahead of us and would give us a good feel for the hired MIG welder. However, we had a false start as the welding set that arrived had an empty gas cylinder.

Consequently we lost all of that Saturday, as the hire shop was closed by the time we realised. This is the downside of hiring equipment. The following week we were able to get to work properly.

WORK SAFELY

- Always wear the correct and appropriate personal protection equipment for the job in hand.
- When welding use lined welding gauntlets and the correct welding mask. We use auto-darkening welding helmets, which have become very affordable in recent years.
- When using the angle grinder, ensure you wear strong thick gloves and eye protection, ideally a full-face visor.



1 Rear body mount is corroded under the mounting rubber. It's sliced off using a cutting disc. *LRM* advises wearing a full face visor for this work.



2 A grinding disc removes the remaining metal from the cross member (mainly weld remnants) leaving the surface ready for the new mount.



3 The new body mount from YRM is clamped into position, aligned with the marks made on the cross member from the previous measurements.



4 A few tack welds are made to hold the new mount in place. Note the holes we have drilled in the mount to make our own spot welds.



5 Our spot welds are effected by welding in the drilled hole to the metal below it and filling the hole level with new steel.



6 The seam welds are easy to achieve, but care is taken not to blow holes in the shell (the new mounts are of thicker steel).



7 As with everything involved in the removal of old metal and replacement with new, careful measurement must be recorded.

> SILL AND REAR FLOOR

THIS AREA seemed the most daunting of all of the work needed on the Range Rover, due to the layers and interlinked construction of the sill, the floor, the bottom of the rear wheel arch and the body mount underneath the sill section. Robert adopted a very methodical approach to deconstructing the area, using mainly the small angle grinder – taking photographs and measurements at every step, so that we could put it together again in the correct manner. Nonetheless, when the whole area was cut apart it was a little scary – could we rebuild it?



1 The rotten section of sill, a holed section of rear floor, and a poorly repaired section of wheel arch has been cut back to clean metal.



2 A length of sill repair section was marked and cut a few mil oversize for the hole. It includes material for the floor, cut to suit.



3 The oversize repair section is offered up to the gap and marked where it needs to be trimmed and shaped down to the exact size required.



4 The repair section is tack-welded in place, alignment checked, then seam welded by a series of connected short welds to avoid heat distortion.



5 The floor section is welded from the other side, in a similar manner to avoid blowing holes in the thinner old metal of the body shell.



6 The poorly repaired lower section of the wheel arch at the sill had been cut away. A new section of steel is being marked to fit in its place.



7 The sill section now needs to be boxed off with another rectangle of new steel (left) to complete the repair before completing the seam welding.



8 Looking down at the rear floor, the welds through from the other side can be seen. These will be welded from this side now and buffed down.



9 The new body mount for the sill section has been drilled in order to carry out more of our spot welds. One will be required for each sill at the rear.



10 The new body mount is tacked in place, then seam welded and spot welded to ensure a good strong attachment to the body shell.



11 The floor repair welding is now complete on the driver's side and ready to be sanded down using a 40 grit flap disc on the angle grinder.

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> REAR WHEEL ARCH

INITIALLY, THIS area was not as complicated in appearance as the sill section had been – and the construction is much simpler. However, the rear wheel arch is curved in both planes, almost becoming spherical in places, and we were working with flat steel plate, though the outer wheel arch section that we were able to buy from YRM would give us a guide to forming the correct curvature. We still had to strive to replicate the curved nature of the wheel arch, as Andy wanted the Range Rover to look as original as possible – including, if anyone inspected it from underneath.



1 The curved section is cut slightly shorter than the replacement panel, to avoid unnecessary structural repair work to the body above it.



2 Much of the arch has now been cut away, along with the damaged sill section. The irregular holed area will be cut square to make repair easier.



3 This double skinned area had rusted badly between the two layers. The solution is to grind off the top layer, and replace with new metal.



4 New wheel arch repair section is clamped at the front and marked at the rear, before cutting it to size to fit with the old metal.



5 The excess is cut off the wheel arch, saving time and work because the corresponding piece in the body shell would have been difficult to remove.



6 The new wheel arch is now a perfect fit and is clamped in place to be tack welded (where possible at this stage) to the body.



7 The new wheel arch section is tack-welded to hold it in place. Then some seam welds are done, as it needs to be firm for the next job.



8 A series of 40 mm wide repair sections are needed to achieve the double curvature to match the arch. Smaller sections would make an even better curve.



9 The resulting curve is pretty acceptable, especially after sanding and painting – and covering with carpeting.



10 To fill the largest of the remaining holes, a piece of steel has been marked and is being cut to size. This will be shaped on the bench to effect a curve.



11 The wheel arch is now looking a lot better with almost all of the repair sections tack welded in place, which comes as a relief to us.



12 The final two holes are being repaired. Here a red magnet holds a piece of material in the double skinned section prior to tack welding.



13 This shows the effect of lots of tack welds to create a seam weld on thin material. After dressing, the repair will look fine.



14 From inside the body, the wheel arch and its curvature looks good. Each repair segment is flanged to meet the arch flange for the door seal.



15 After completing the welds, and levelling with a 40 grit flap disc on the angle grinder, we have a nicely curved and strong rear inner wheel arch.

> FRONT INNER WING

THIS AREA of the Range Rover body shell that separates the engine bay from the front wheel looked quite difficult enough to deal with. However, the YRM product range includes a complete kit of parts to rebuild the inner wheel arches on both sides of the vehicle. With all of these parts to hand, the job became a big welding jigsaw puzzle. Not only did welder Robert adopt his very methodical approach, as with the sill repairs, but we also had the other wheel arch as a reference, to examine and measure if the need arose.



1 Before cutting out old material from the arch assembly, measurements and photos are taken, so that we can put the jigsaw back together again properly.



2 The thin 1 mm cutting disc on the angle grinder is called into action to cut out all of the bad sections from the front inner wheel arch.



3 This enclosed space below the battery tray was revealed on removal of inner wing sections and has been missed by the shot blaster.



4 The shot blast had removed a layer of rusted metal from this double skinned area. A repair section has been tack welded behind.



5 The flexing of the now disconnected front side was damaging the opposite side, so we had to strengthen it with a temporary box section.

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6 The first section of the inner wing structure is welded in place after careful measurement and positioning, as this determines the final geometry.



7 A new section of rail is cut to size and held in position with our magnets, prior to tack welding it at both ends to the body shell.



8 Looking from below the body shell, the new wheel arch section has been clamped in position, after trimming and filing to the correct size.



9 One of the inner guards is clamped in place, as the other one is offered up in position, then it too is clamped in place.



10 The front wheel arch with all repair sections tack welded in place. The YRM repair sections are an excellent solution to an otherwise difficult fix.

> NEXT MONTH

THE RANGE Rover body shell is now fully repaired and firmly braced on its custom made jig. The next step for the body is to take it to the galvanising plant and have it hot-dip zinc coated to protect it from rust. Meanwhile, the rolling chassis needs to be made ready for the return of the body shell. So we will start with fitting the steering system. Then the engine and gearbox will be mated together and lowered onto the chassis. Before this can be done, the back of the engine will need to be converted to suit the ZF automatic gearbox which will replace the original manual transmission.



11 The front inner wing is now seam welded to complete this area. With all of the welding completed, the finished body is now ready for galvanising.



Trevor Cuthbert works his way through the common Td5 fuel leak points, and arrives at a simple fix

{DISCOVERY 2, DEFENDER}

Td5 FUEL LEAK



TREVOR CUTHBERT

- Tools: 13 mm socket wrench or spanner, 17 mm spanner, 21 mm spanner or adjustable wrench, brake cleaner spray

TIME 2 HOURS

COST £138

DIFFICULTY RATING

CONTACT:
BLRC *Tel: 02897 519763*
www.blrcvehiclespecialist.co.uk

The fuel system on the Td5 Defender and Discovery 2 is more complicated than the earlier diesel engine variations – the 200 Tdi and 300 Tdi. The system is under much higher pressure, and includes a fuel cooler to cool the unused fuel returning from the engine to the tank.

This more complex, high pressure system has more chance of developing problems in older vehicles, and fuel can eventually leak from a number of areas. Thankfully, repair is uncomplicated, although replacing a fuel pressure regulator on the side of the cylinder head can be tricky, given the confined working space.

Soon after buying my 2002 Discovery 2 Adventurer, I noticed a few drips of diesel on my driveway, under the rear of the vehicle. The initial suspect was the green high pressure feed pipe from the fuel tank to the fuel filter housing. It's actually black, but with a colour coding band for locating it correctly at the tank and the filter (the other three pipes being white, blue and black). The green pipe has a nasty habit of rubbing on the chassis – a common problem on the Discovery 2. Due to the high pressure in this pipe, a pin-hole worn through is enough to cause a serious fuel leak. But, on closer inspection, the green pipe was not the issue with my Discovery. In fact, the previous owner had reported that a fuel leak repair was made two years ago, which may have involved replacing the green pipe.

I next checked the fuel filter (located in an exposed position behind the rear right wheel) for tightness, and also the water detector at the bottom of the filter. Both were tight and correct. The next suspect was the fuel filter housing itself and, sure enough, the top was found to be wet with diesel fuel. However, this was not fuel that had dripped or splashed onto the housing. The fuel was being squeezed out under high pressure, through metal that perhaps had become porous or finely cracked after 13 years of dealing with the pressure. This is another common fault on the Td5, but thankfully it's an easy one (apart from the cost) to deal with. Simple workshop tools and a methodical working approach to ensure the four hoses are re-attached in the correct positions, will soon have the Discovery running leak free.

A point to keep in mind for any fluid leak with your Land Rover is that, if there is a minor or gentle drip of oil, fuel, coolant or any other fluid leak showing on your driveway, it will be emitted at a much faster rate when the vehicle is on the road with all systems running at regular working pressures.

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1 Safety first – disconnect the negative lead from the battery to power down the electrical systems before opening fuel lines.



2 Three wheels are chocked and the rear right corner is supported on an axle stand, after being raised with the trolley jack. Gear and handbrake engaged.



3 Often the green banded (top) HP fuel line from the tank to the fuel filter housing is the problem, but this had been replaced.



4 The next area to check was the fuel filter and its water drain, inside the right hand rear wheel arch, usually with a steel cover fitted.

WORK SAFELY

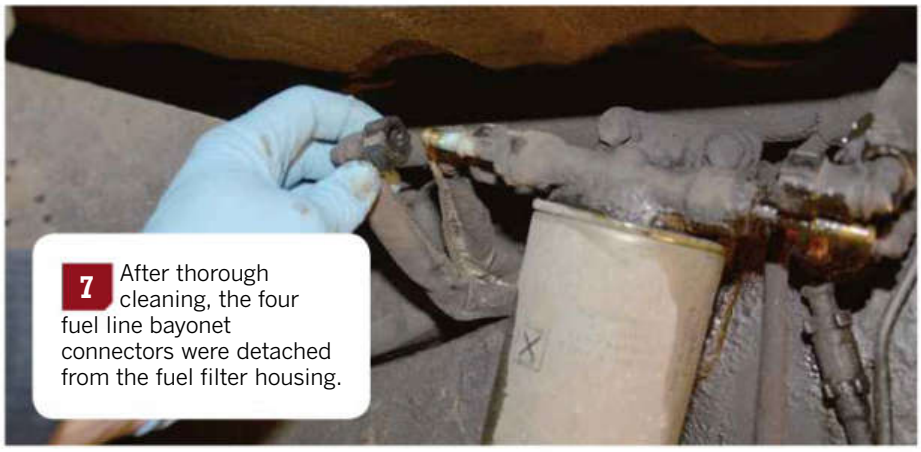
- Ensure no naked flames or smoking around exposed fuel.
- Support vehicle on axle stands; do not rely on the jack alone.
- Use wheel chocks and ensure in gear with parking brake applied.
- Wear gloves and eye protection when working with fuel, oils and old grime.



5 Stains, but no leaks at the filter to housing seal but, more significantly, from the top of the fuel housing through the metal casting.



6 The filter-to-housing joint, and this lower water trap, seemed to be leak free, though the grime suggested the filter was quite old.



7 After thorough cleaning, the four fuel line bayonet connectors were detached from the fuel filter housing.



8 The new fuel filter housing is supplied with a fresh fuel filter and water trap. You will need your VIN when ordering, as there are two variants.



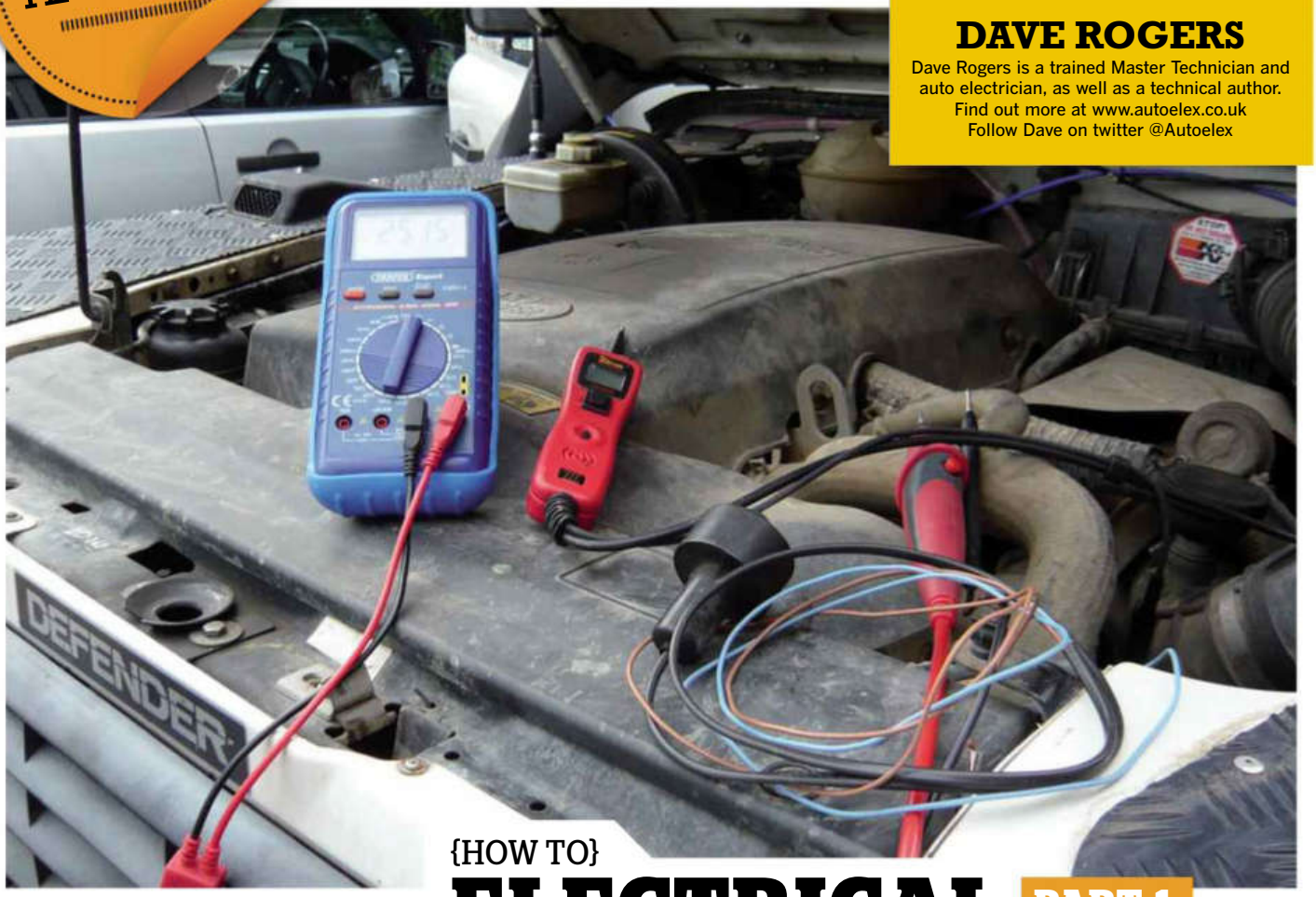
9 New stub pipes also come with the fuel housing kit, as well as new copper crush washers, so no need to salvage the old fittings.



10 With the housing bolted to the chassis, and pipes and sensor leads reconnected, the Discovery fuel system is leak free once again – job done.

DAVE ROGERS

Dave Rogers is a trained Master Technician and auto electrician, as well as a technical author. Find out more at www.autoelex.co.uk
Follow Dave on twitter @Autoelex



{HOW TO}

ELECTRICAL FAULT FINDING PART 1

Understanding the basics, and the tools available, is the first step to successful electrical diagnosis



DAVE ROGERS

■ Test lamp, digital multi-meter

TIME 1-8 HOURS

COST TIME ONLY

DIFFICULTY RATING

A Land Rover's electrical system performs an essential task – distributing power to all the necessary sub-systems required for safe operation of the vehicle. Without it, the vehicle won't actually do anything much at all. However, from a repair point of view it is one of the areas that is most often avoided. Electrics are sometimes considered mystical and many owners avoid even attempting to tackle an electrical fault or upgrade. This need not be the case because electrical faults are often due to a simple root cause that can be easily identified with a logical diagnostic process.

Modern vehicle systems can be complicated, especially when you start getting ECUs, electronic sensors, actuators and controllers in the equation. The complexity of more modern vehicles can be daunting, and electrical faults can produce the most obscure symptoms. This leads to a perception that fixing electrics needs some sort of black magic. This is not true, and there can be only three possible faults with an electrical circuit: an open circuit, a short circuit, or a short to ground. Nothing else is possible. So, fixing electrical faults is well within the scope of any competent person – it's often just the confidence that is lacking. Simple as that.

As with any task, an important consideration is having the correct tools and equipment, plus the knowledge to use them correctly. Some tools are more useful than others and we need only a few basic pieces of equipment for electrical fault tracing, the most important being our brain and eyes.

This feature gives guidance to use when dealing with electrical gremlins in and around a Land Rover, whatever the model, age or generation. We'll discuss some general approaches and tips, and consider tools and equipment that will make the job easier to handle.

THANKS TO:

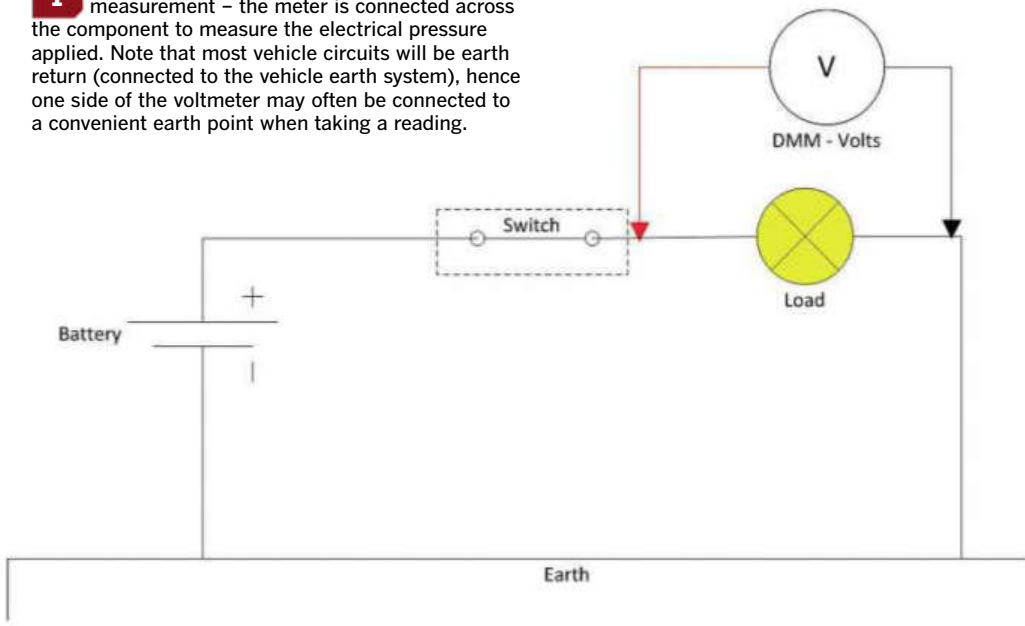
Mark Birkitt of the Cheshire Land Rover club for the use of his 2002 Defender 110 double cab in this feature. Mark plans to use the vehicle in the March 2016 Mac 4x4 Challenge to raise money for Macmillan cancer support. Donations are welcomed at ***www.justgiving.com/teamgruffalo.***

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> KNOWING THE BASICS - VOLTS, AMPS AND OHMS

FOR ELECTRICAL measurements there are a number of different aspects of a system that we need to understand. For example, measuring the voltage is often of interest as this effectively shows the electrical pressure that pushes the current around against the resistance in the system (to do the work, for example of creating the heat in a bulb filament for it to become white hot and emit light). For all the following measurements we use a Digital Multimeter (DMM).

1 Connection of the DMM for voltage measurement – the meter is connected across the component to measure the electrical pressure applied. Note that most vehicle circuits will be earth return (connected to the vehicle earth system), hence one side of the voltmeter may often be connected to a convenient earth point when taking a reading.



Volts (pressure)
To measure the voltage, we need to connect the meter across the component or the section of circuit that's of interest, effectively in parallel. The meter then experiences the same voltage as the component, and can measure and display the value. Note that the volt meter has a very high resistance. This ensures that a minimum of the circuit load passes through the meter. Hence the circuit itself is not disturbed by the meter whilst performing a reading. Take a look at the circuit diagram (right).

Amps (system flow)
To measure current, the meter has to be connected into the circuit – in series, so it can measure the flow through the circuit when the circuit is in operation. When using a multimeter to measure current, the resistance of the meter's own circuit is very low.

This prevents the meter from creating an additional circuit resistance and affecting the accuracy of the reading. The meter will have a limit to the amount of current it can measure, most DMM are limited to 10 amps maximum.

So, you must be careful not to overload the meter circuit, which is often protected by a fuse inside the meter. The diagram (pic 2) shows how it is connected.

Ohms (resistance to flow)
Apart from measuring voltage and current, it's often useful to be able to measure the resistance of a circuit or a component – that is, the restriction that the circuit or component provides to the flow of current.

According to Ohms law, the resistance (in ohms) multiplied by the current (in amps), equals the number of volts. So, by knowing the current and voltage across a component, you can calculate its resistance (resistance equals volts divided by amps).

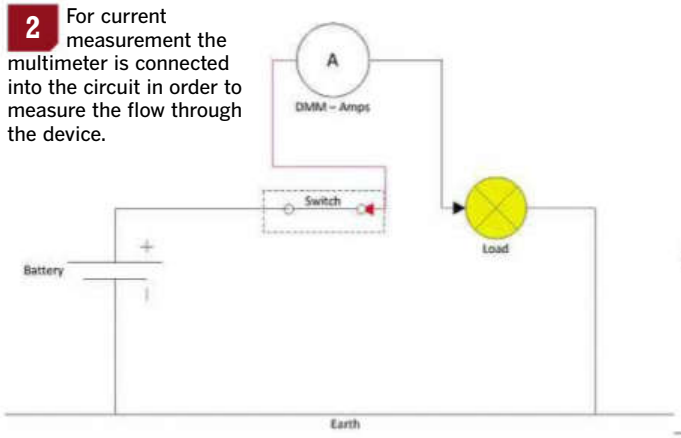
However, it's not always convenient to measure both voltage and current in a circuit, firstly because you need two meters and, secondly, you may want to establish resistance without powering up the circuit (for example, measuring a component out of the circuit). For this application you can use an ohmmeter (ohms being the unit of resistance).

An ohmmeter measures resistance by applying a small current through the component or circuit and simultaneously measuring the voltage and current. The current applied by the meter is tiny, supplied by a dry cell battery inside the meter, so there is no danger of damage to the unit under test. Also, it is removed from the circuit completely for the measurement, so the circuit does not need to be activated.

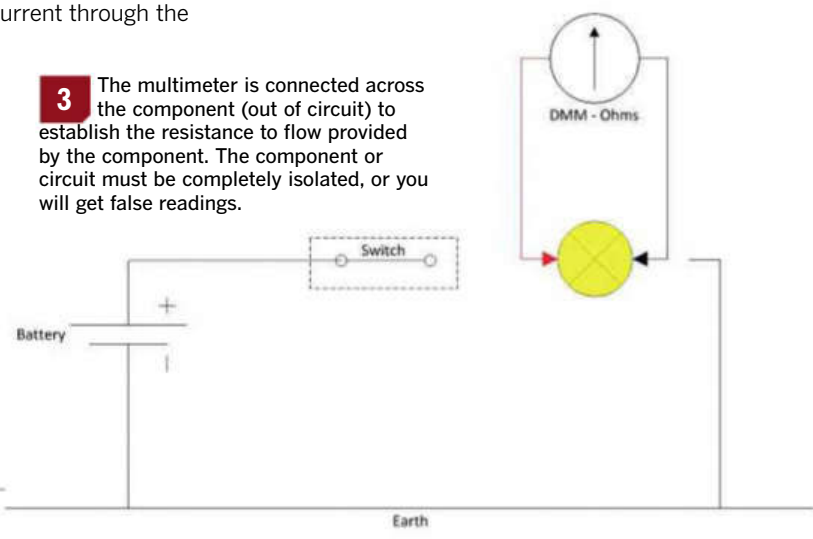
The circuit for measuring resistance is shown in the diagram (pic 3), and always involves complete removal of the component, or isolation of the circuit, in order to make a measurement.

It often makes sense to check or calibrate the meter before the resistance measurement is made. To do this, connect the test leads of the meter together and check that the reading is zero ohms.

2 For current measurement the multimeter is connected into the circuit in order to measure the flow through the device.



3 The multimeter is connected across the component (out of circuit) to establish the resistance to flow provided by the component. The component or circuit must be completely isolated, or you will get false readings.

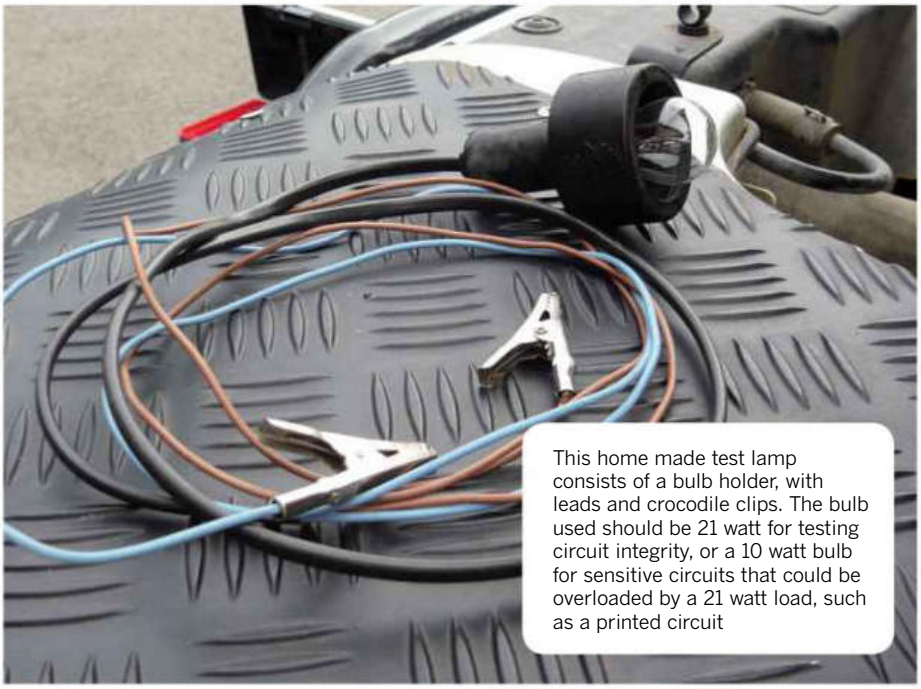


> TOOLS FOR ELECTRICAL TESTING

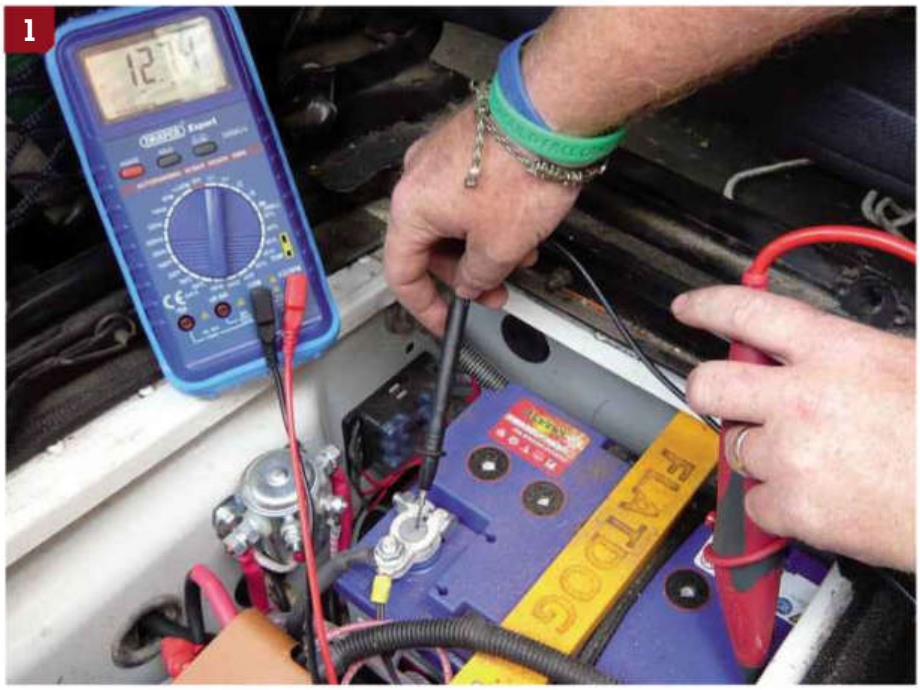
THERE IS now a landscape of tools that you can use for electrical diagnostics, from simple jumper leads and test lamps, right up to oscilloscopes. Prices range from pence to hundreds of pounds, depending upon the level of complexity you want to be able to deal with. But you can start simply, with minimal costs, and still gain a lot. Let's take a look at what's useful.

Basic Kit - Test lamps and leads

Test lamps and leads can be bought or homemade and, to be honest, it's down to personal preference which way you go. I have always gone for homemade, not for cost reasons but for flexibility. With a homemade test lamp, the bulb wattage can be changed easily, the leads can be whatever length you prefer, and the ends of the leads can be clips, probes or whatever. Fused jumper leads can be made up to any length, with any type of end or fuse you like. This is ideal when you may be working on a range of different vehicles and applications.



This home made test lamp consists of a bulb holder, with leads and crocodile clips. The bulb used should be 21 watt for testing circuit integrity, or a 10 watt bulb for sensitive circuits that could be overloaded by a 21 watt load, such as a printed circuit





1 Loadpro leads testing voltage integrity. These convert any multimeter into a circuit testing device that can establish all possible circuit faults: open circuit, high resistance, and short to ground.

2 This Power-probe tool is powering up a relay to test functionality. It powers up components by providing a supply or ground voltage to test the component in circuit. It also has an integrated voltmeter for monitoring.

WORK SAFELY

- Disconnect the battery when removing or refitting any electrical components.
- Use a fused jumper lead when testing electrical installations.
- Always replace a blown fuse with one of the same rating.
- Avoid leaving tools around the top of the battery where shorts could easily occur.

Intermediate kit – Multimeters and probes

The next level of sophistication is a digital multimeter (DMM). A wide range of models and prices are available ranging from a tenner, to over five hundred quid. For automotive work you don't need anything expensive, just a decent illuminated display, with leads at least 1 metre in length, and the ability to directly measure currents of 10 amps or more. Anything else is a bonus, so budget to spend £30 to £50. Avoid automotive-specific meters that normally include extra features that are not often used nowadays, such as dwell angle and RPM.

There are a number of test probes/devices that can be used in conjunction with, or as well as the DMM. These generally allow more flexibility in testing components or circuits. Some can load-test a circuit, or power up a circuit or device. These can be useful when used with an appropriate diagnostic technique.

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> HIGH-END DIAGNOSTIC KIT



1 This is a basic hand-held code reader that can only access the standard basic fault codes for the engine. It's useable on any vehicle that is OBD2/EOBD compliant, which is generally petrol cars built after 2001 and diesel cars after 2004.



2 The Lynx diagnostic tool provides an interface between the vehicle system and a laptop computer, here setting air suspension on a Range Rover Sport.

IF YOU get deep into the electrical diagnostics topic, you may want to consider some more sophisticated, or vehicle-specific equipment. As a amateur this equipment may blow the budget. But if you are very keen, or want to approach diagnostics professionally, then you will need to consider this level of capability.

Generic scan tools can interrogate vehicles via the OBD (On-board diagnostics) port. There are a number of generic fault codes and measurement channels that can be accessed quite easily with simple tools. A hand held code reader can be bought for £20, but it will only give basic information. More sophisticated vehicle specific tools are available that allow a much deeper level of access to the control systems on the vehicle, as well as accessing much more information specific to that vehicle.

We are fortunate that our Land Rovers are supported by a range of diagnostic tools aimed at competent DIY and professional use. These include Lynx, HawkEye and IIDTool, and versions are available for early vehicles that have an OBD connector, right through to late models, with new versions being developed for many of the latest Land Rover models.

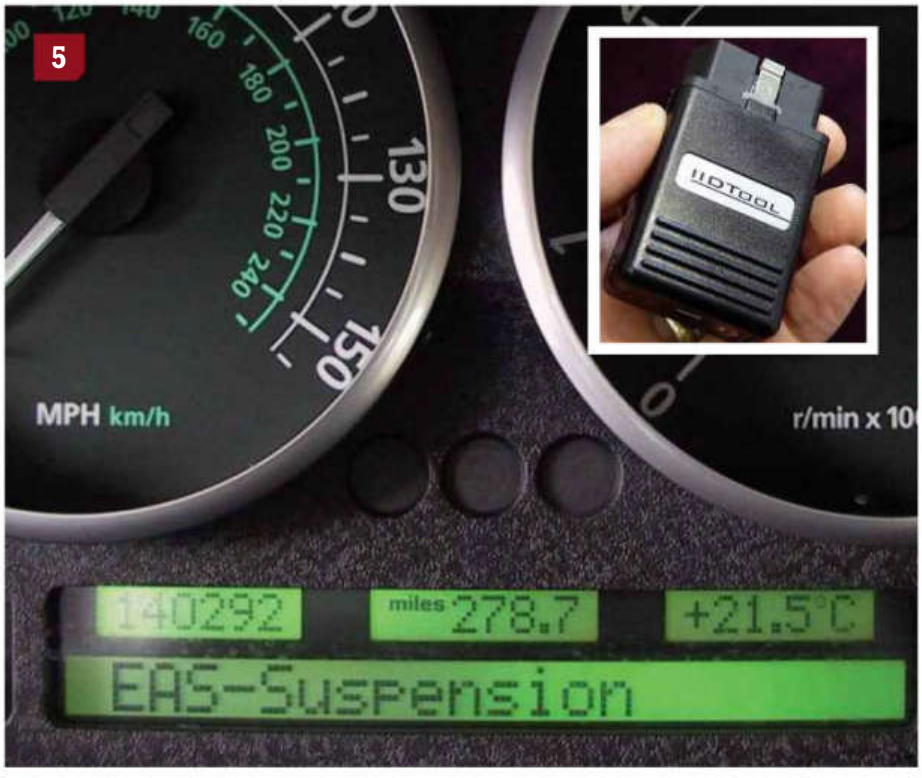
More expensive oscilloscope kits are available for high-end diagnostics and problem solving, and are generally used for measuring raw signals for sensors, actuators and interfaces. It's important to know what to expect and what you are looking at, in order to correctly interpret the information.



3 Here, Lynx displays a brake system menu on the PC screen. It's easy (and useful) to take screen grabs as a record of your readings and work done.



4 The is the HawkEye hand held diagnostic tool, showing the vehicle menus on screen. It's compact enough to pop in the glove box.



5 The IIDTool (inset) plugs into the vehicle's diagnostic socket, and is used via the cruise control switches on the steering wheel, to display information on the facia message centre.

> COMING UP

Having reviewed the typical diagnostic tools landscape for electrical fault finding, the next question is: how do we actually approach an electrical diagnostic problem? In part two of this feature, in the January issue of *LRM*, we'll look at the basic techniques to be used for a successful diagnostic approach, plus hints and tips to help develop our skills and knowledge.

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Showing the XS Hood in Sand

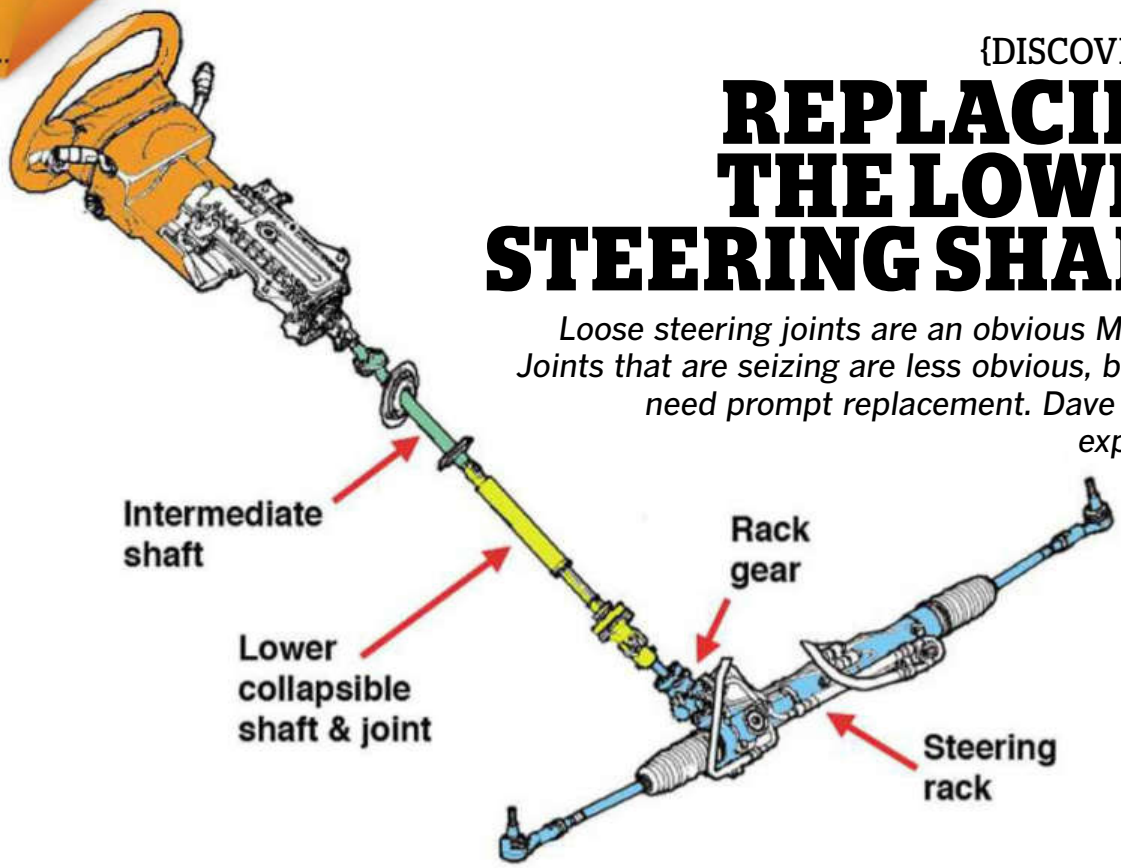
Right; showing the Exmoor Evander Wood Rim 15" steering wheel with 36, 48 spline or 2015 Defender boss.

VISIT WWW.EXMOORTRIM.CO.UK TO BUY FROM APPOINTED DISTRIBUTORS OR ONLINE DIRECT.

{DISCOVERY 3}

REPLACING THE LOWER STEERING SHAFT

Loose steering joints are an obvious MoT fail. Joints that are seizing are less obvious, but they need prompt replacement. Dave Barker explains...





DAVE BARKER

■ Tools: 10 and 13 mm spanners and sockets, long extension bar, screw driver, E10 Torx bit

TIME
1 HOUR

COST
FROM £70

DIFFICULTY RATING

CONTACT:
Work carried out by Maddison 4x4, Water House Farm, Station Road, Topcliffe near Thirsk, YO7 3SG.
Tel: 01845 587407. Web: www.maddison4x4.com

Before power steering, turning the steering wheel could be a test of strength. Early Series Land Rovers have a relatively massive steering wheel just to give the necessary leverage. Power steering changed all that, and today's steering is light and responsive using a much smaller wheel

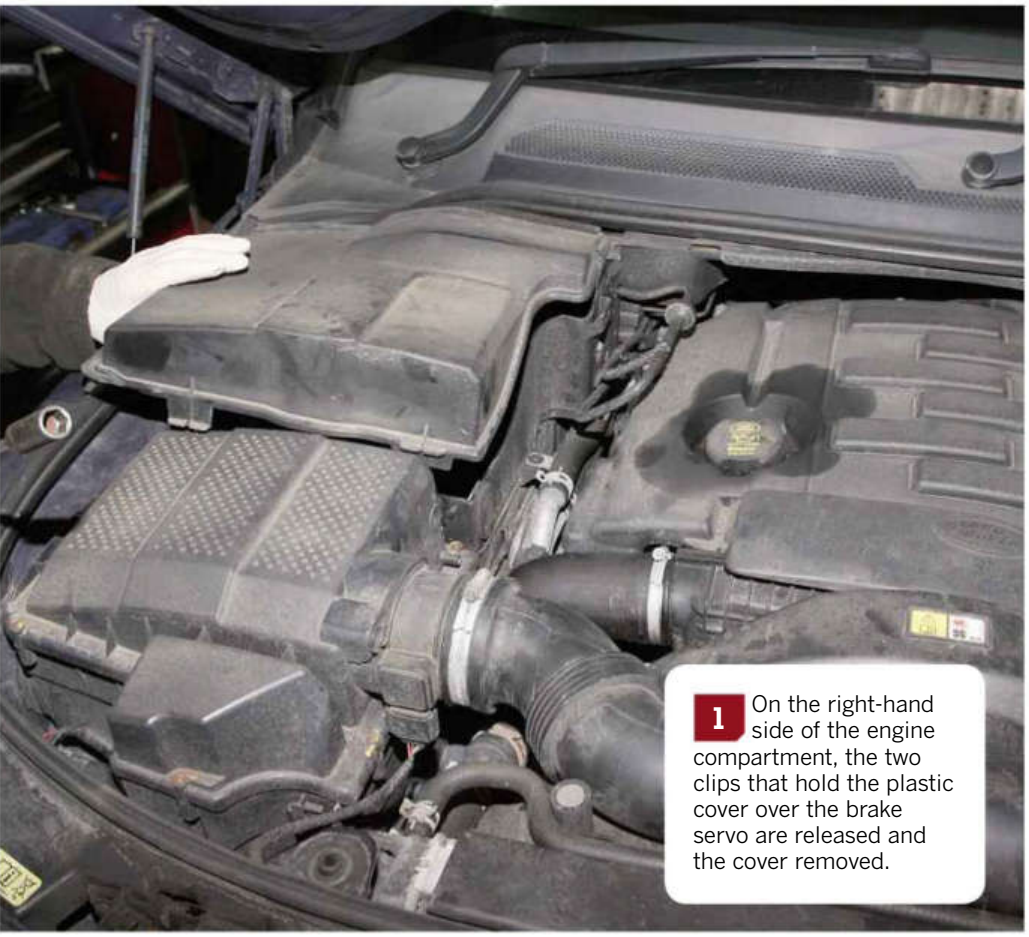
But when something goes wrong with the steering you notice it straight away as you try to turn the wheel. In addition to the modern power steering box or rack, there is still a much simpler mechanical link in the steering system, little changed from the old days. On the Discovery 3 there are three shafts in this mechanical link between the steering wheel and the steering rack at the chassis: a top upper steering column, an intermediate shaft, and a lower collapsible shaft which incorporates a steering joint.

In the case of this particular Discovery 3, the bottom yoke (universal joint) on the lower shaft which connects it to the power steering rack had seized, and was causing the steering to feel extremely stiff. The universal joint that connects the lower shaft to the steering rack is very exposed to the elements, so is liable to corrosion and seizure.

The owner of this 55-plate 2006 Discovery 3, with over 140,000 miles on the clock, had complained of stiff steering. The steering system was checked over underneath the vehicle, and no faults were found in the rack or the joints and linkages that provide the steering and suspension set-up. That left the steering column. But this, like with so many parts on the Discovery 3, is concealed out of sight by plastic covers under the bonnet. The bottom end of the lower shaft can be checked from below the vehicle once the engine's under-tray has been removed. When checking the lower joint that connects the shaft to the steering rack, it was found to be seized, meaning the complete lower shaft would need to be replaced. This is not a difficult job once the top of the shaft has been accessed.

The shaft is held in position to the intermediate shaft by a single bolt at the top. At the bottom, it slides onto the input shaft of the steering rack and is secured by a single bolt. Once loosened at the top and bottom, the yoke (UJ) should simply slide upwards off the input shaft, allowing it to be removed from the vehicle. It's important not to rotate the steering wheel once the damaged column has been loosened and then removed. To make sure the steering wheel is not moved and it remains in the straight ahead position, we locked the steering wheel by using the steering lock.

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1 On the right-hand side of the engine compartment, the two clips that hold the plastic cover over the brake servo are released and the cover removed.



2 The retaining screws are undone and then the auxiliary tray is removed from the right-hand side inner wing.



3 Next, the heat shield, which protects the suspension arm, is released and removed, taking care to avoid damaging the adjacent harness and brake hose.



4 When all of the panels and trays have been removed you can now see the top of the lower collapsible shaft (as illustrated by arrow).



5 The steering wheel is set straight ahead, then locked in position using the steering lock. It should not be turned while the shaft is disconnected.



6 Using a socket and extension bar, the retaining bolt holding the intermediate and lower shaft together is undone.



7 The retaining bolt is then removed and discarded, this is because a new bolt should be used when a new shaft is fitted.



PARTS NEEDED

THE LOWER collapsible steering shaft is part number QMN500240 (from VIN 6A389495 RHD) and costs around £65. You'll also need a bolt for the intermediate to lower shaft, part number QYG10016L, costing around 50p, as well as a flanged hexagon bolt (lower shaft to the steering rack,) part number QYG000030, costing around 80p.



WORK SAFELY

- This job is not recommended for DIYers unless you have the required competence, knowledge and facilities. This feature is intended to show how a garage might approach the work on your car, and is not a DIY guide. Work should always be carried out to Land Rover specifications and procedures.
- When working on a raised vehicle, ensure it is firmly supported and stable at all times, and cannot be dislodged. Ensure lifting and support equipment is correctly rated and in serviceable condition.
- It's recommended that when working in the engine compartment the battery is disconnected. Always follow the procedure prescribed by Land Rover.
- To avoid damaging the steering wheel internal components and switches, the steering wheel must not be turned while the lower shaft is disconnected.



8 With the vehicle securely supported, working under the vehicle, the ten securing bolts are undone and the engine undershield removed.



9 When the engine undertray has been removed, we could then see and reach to where the lower shaft connects to the steering rack.



10 Using a socket and extension bar, the bolt securing the lower shaft yoke/UJ to the steering rack is undone and discarded.



11 When both the securing bolts were removed, the lower steering shaft could be manoeuvred up and out from the Discovery.



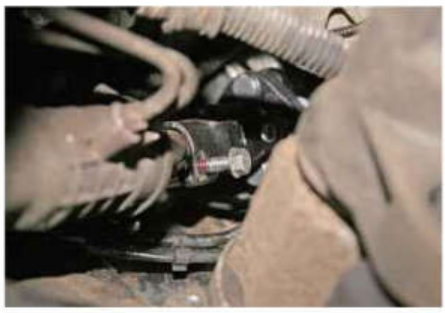
12 Once removed and inspected, the yoke/UJ was found to be badly seized and almost impossible to move by hand.



13 It's now time for the new lower collapsible steering shaft to be lowered down into position with the yoke/UJ downwards.



14 Once it has been aligned with the upper intermediate shaft, the coupling yoke is pushed onto the steering rack input shaft.



15 With the new lower shaft correctly positioned, a new upper flange-bolt is fitted, then a new lower bolt to the yoke (using Land Rover bolts only).



16 Using a socket and extension the shaft securing bolts are tightened to 30 Nm, checking the steering wheel is still in the straight ahead position.



17 The auxiliary tray, heat shield, engine bay panels and the engine undertray, are all refitted before checking the work and carefully road testing.

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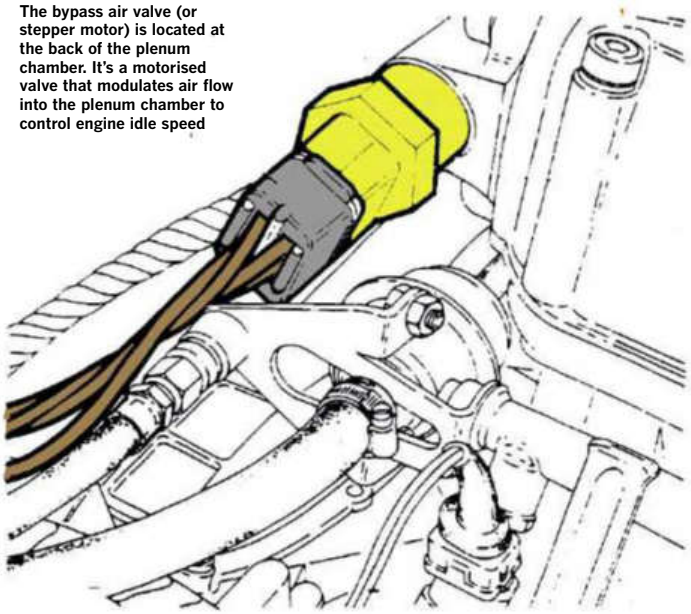
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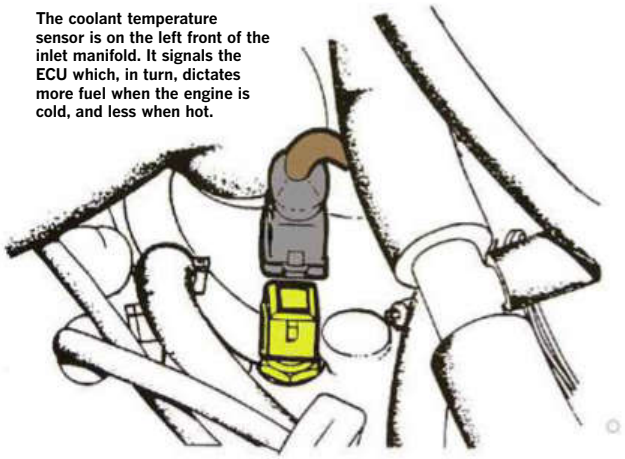
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The bypass air valve (or stepper motor) is located at the back of the plenum chamber. It's a motorised valve that modulates air flow into the plenum chamber to control engine idle speed



The coolant temperature sensor is on the left front of the inlet manifold. It signals the ECU which, in turn, dictates more fuel when the engine is cold, and less when hot.

PERSEVERING WITH THE V8

Q Thank you sending me the information on swapping my 1990 Range Rover's 3.9-litre V8 petrol engine for a 200Tdi (*LRM* Q&A November issue). The reason I inquired was because my Range Rover has been dry stored for around ten years and I have only recently put it back on the road. When I started the Range Rover after replacing the spark plugs, fuel filter and checking the timing, I found that when starting from cold the engine runs, but then cuts out. However, if I heat up the engine by pressing the throttle excessively it runs fine, but when it is idling it cuts out again.

What do you think would cause this? I have also changed the airflow sensor. I would keep this original engine in my Range Rover if I could solve this problem and get the engine to run as it should.

Local garages in my area don't seem to be able to diagnose a problem unless the vehicle has diagnostic technology and can be plugged into a computer that tells them where the faults are.

William Jarrett

A There are various things that could be causing your existing V8 engine to stall at idle after a long spell of not running. I would suspect the problem is with the injectors, which can get sticky after a long period of not being used. Basically, the injector is a solenoid valve that opens for a brief predetermined time to allow fuel into the inlet system. If they are not used for a long time, the whole injector partly seizes and will either not allow the engine to run, or not allow it to run properly.

I suggest putting a good quality injector cleaner, such as Forte, in the fuel and running the car for a while. Ideally, do this at the same time as using a good engine flush and changing the oil. The running problems could be down to something as simple as degraded oil not working the hydraulic tappets properly.

The other likely culprit is the stepper motor (more commonly known these days as an idle air control valve) which also commonly seizes up with lack of use. Whilst looking at common faults with 3.9 Efi injection systems, you could change the coolant temperature sensor because these determine the amount of time the injector stays open, thus adjusting fuel mixture.

In defence of most garages, nowadays nearly all cars are diagnosed by computer and, in the main, this has taken much guesswork out of diagnosing running faults. Generally speaking, this results in faster and cheaper diagnosis. The downside to this is that the art of diagnosis without a computer is fast dying out. If you have a local Land Rover specialist with Autologic diagnostic equipment, they will be able to read your engine. They will not find any fault codes, but will be able to read live data which will point towards anything that is not performing as expected.

Finally, I would very strongly recommend that you change all fluids on the car before using it, as they will all have deteriorated over the last ten years, even with the car not running.

Sam Clarke

SERIES AXLE RE-THINK

Q I have a long wheelbase Land Rover that I use for spares. It has a a Salisbury rear axle that I want to fit to my 1974 short wheelbase Series III which, at the moment, has a worn out and noisy Rover axle. Will it fit, and is there any problem with doing this?

Al Burns

A It won't fit because the geometry is totally different and, for several reasons, it wouldn't be safe or reliable. The front of the Salisbury final drive casing projects further forward so the propshaft length is different and, although this is easy to sort, the shorter propshaft will leave the universal joints working at too steep an angle. More importantly, the road springs are further apart on the 109, so the axle casing would need modification to accept the 88-inch spring position. The final nail in the coffin is that the rear brakes on the 109 axle are more powerful than your 88's, so they would cause the rear wheels to lock up prematurely, which is dangerous. It can be done, and the Salisbury is a tougher axle assembly. But it's not advised for a road vehicle. **Ed Evans**

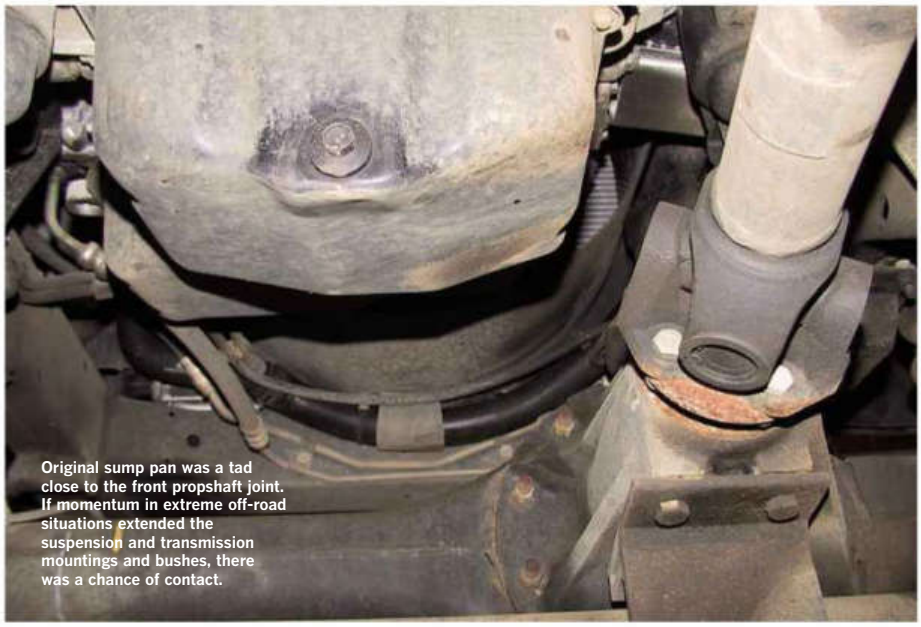


The Salisbury is a strong axle, best left on the long wheelbase models.

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DEFENDER'S OFF-ROAD KNOCK



Original sump pan was a tad close to the front propshaft joint. If momentum in extreme off-road situations extended the suspension and transmission mountings and bushes, there was a chance of contact.

Q I've recently bought myself a 2007 Defender 90 2.4-litre TDCi. It's a retirement present and I've always wanted a Land Rover. It's brilliant fun and I take it off-road as much as possible and have been getting steadily more adventurous. And, therein, is the problem. Just occasionally, and it is always when I've got some serious axle articulation over some great obstacle, I hear a loud metallic bang just as I am reaching or leaving the peak or trough of the obstacle.

My local garage has checked everything underneath and say all the suspension, propshafts, body mounts and steering are fine, and all the bushes are good. They've also checked the propshaft joints, exhaust system, engine and transmission mounts, and they've even checked the chassis over to see if it has a crack. They claim nothing is loose or broken, and anything that should move is not touching anything else. We're stumped, but I don't want to cause any damage when this bang occurs. Do you have any ideas? **C L Warton**

A Assuming your garage is a good one that knows its way around Land Rovers, there isn't really much left to consider.

But I do remember on some early TDCi models, 2007 to 2008, which includes yours, there was an issue with some vehicles in which the front propshaft joint or flange at the front differential could contact the engine sump during certain axle positions when off-roading, especially if the vehicle was jolted, extending the positions of the suspension and drive components to the limit of their positions.

You can easily check to see if this is the case because the propshaft will have marked or slightly dented the sump. Ensure the vehicle is secured before you go under. Later vehicles had a modified sump to give clearance.
Ed Evans



This is the 265/75R16 Atturo, but narrower versions of this, and of other makes, can give a significant lowering of body height.

DEFENDER GOES LOW

Q Can you help me get into my local car park? I park my 90 Station Wagon in a multi-storey car park where the ceiling beams are low, but the Defender clears them. Now the council have had a health and safety fit and installed an overhead hanging bar to show the maximum headroom. This bar now hits the 90's roof, so I can't use the car park without scratching the paint off the roof. My tyres need renewing, so is there a size that would give me an extra inch or so of clearance? The 90 currently has BF Goodrich 265/75x16 AT tyres, thank you in advance.
Will Packham

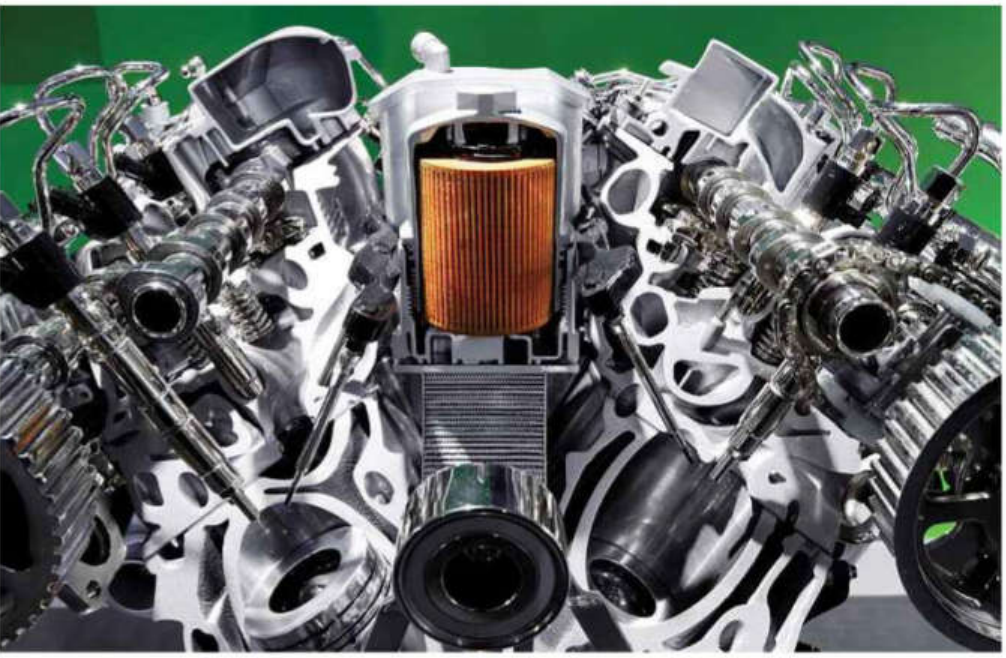
A Car parks and Land Rovers have never been good friends. You don't say which model Defender, or its year, but can I assume that you have the current tyres fitted to Land Rover alloy wheels, or maybe aftermarket steel wheels? This advice is based on you having this type of wheel.

The 265/75R16 BFG A/T has a 814 mm overall diameter. The next size down is 245/75R16 at 780 mm, which would drop you 17 mm in actual height. If this is not enough, you could drop further to 245/70R16 which is 745 mm and would reduce your height by 34.5 mm. So those are two good options for you to consider.

Remember that to reduce height, you are reducing the width, in this case by 20 mm per tyre, giving you a 40 mm reduction in road contact. That may help with fuel economy, depending on your driving style.

Both the sizes that I have suggested are supplied by BF Goodrich, Atturo, Cooper and many others. Check out the LRM ads for more details of suppliers.

Please note overall diameter sizes quoted will vary from make to make, so check before you buy. I hope this helps you to continue to enjoy your Defender without damaging the roof further.
Silverline 4x4





ABOVE: Suspension and transfer box and terrain controls are clustered ahead of the gear selector, with the park brake switch at the side. Check them, but expect them to work fine

LEFT: The 3-litre diesel is a competently sophisticated engine. It'll be quiet, responsive, and will pull like a train

BUYING A DISCOVERY 4

Q I am thinking of buying a Discovery 4. I have around £25k to spend, but may up this a little for the right vehicle. I've checked various guides to find what I should be looking for, and I was initially quite worried because they seem to have all kinds of problems. But then, when I checked buying guides for other makes of car, I found they also had lists of horrendous problems. Are these guides valid, or are they picking on rare problems and making them look significant just to make the buying guides look good. Surely quality makes like Land Rover, BMW and Mercedes can't all have endless lists of faults?

The main points I've come across on Discovery is cam belt changes, air suspension compressor failure, hand brakes needing expensive repair and transfer boxes failing to change ratio. All expensive things to have sorted by the garage. I just want to buy a good Discovery 4 because they look great and are amazingly useful. Should I buy one, and will it be reliable?
Dan Tennant

A You're absolutely right, many buying guides simply list every fault that might have occurred and present them as something that's likely to fail on every car. All of the problems you list are associated with the earlier Discovery 3 and, on any decent example that has been correctly maintained and used, they will have been attended to, or be unlikely to happen. But buy an abused one cheaply, and they may well happen.

At £25k plus, you are well out of this category, but I strongly advise you to buy from a franchised dealer or a reputable independent Land Rover specialist. You will pay more, but you should get a good warranty, and you won't knowingly be sold a dodgy vehicle.

Below, I will deal with the points you have raised, plus a few others.

1. Park brake: With the door open, listen for screech from underneath when applying and releasing the park brake. A gentle whirr is fine, but not a screech. After driving a few miles, when you climb out, put your hand close (not touching, in case it is hot) to each rear wheel to check if it is hot from a binding brake shoe.
2. Engine drive belts: Obtain evidence of camshaft timing belt and injection pump drive belt renewals by a franchised dealer or reputable specialist after seven years or 112,000 miles (3.0 diesel), whichever comes soonest. Expect to see an invoice from a franchised dealer or good independent specialist.
3. Suspension compressor: There isn't a problem on the Discovery 4. Early Discovery 3 compressors often require replacement but an improved unit was fitted to Discovery 4. However, any compressor can wear out, so use the following check. Close all doors and select access height (lowest), and the car will drop within three or four seconds. With engine running, select normal, then immediately select high, so the car does a maximum lift. It should reach max height progressively in a few seconds. Either the front or rear will start to lift first, but if the lateral lift is uneven, there may be a problem, and probably a worn compressor if it struggles to reach maximum height. Switch the engine off and leave it on max height while you get out to look under the back wheel arches for corrosion around the centre of the chassis and suspension turrets. There is unlikely to be any on this age of vehicle, but while you've been doing this, the suspension has had time to drop, if there's a fault.
4. Transfer box: There's nothing sinister here. You have two sets of gear ratios in the transfer box, selected by a solenoid. With ignition on, gear lever in neutral, door open, select low range (it's the switch with the mountain symbol) and you'll hear the solenoid click underneath. There should be a message on the dash confirming low range has been selected. Shut the door and drive it a couple of metres and note the very low gearing. Stop, neutral, select high range, check message display.
5. Suspension: Handling and control should be very good, but drive over hard bumps and listen for knocks from the front suspension arms. Have them fixed before buying, if you're not happy.
6. Tyres: Check tyre wear is even across the full width of each tyre. Check the spare is actually present.

Discovery 4 is one of the best vehicles on the market. All the usual checks that apply to any used vehicle need to be made, and it is important to see a full service history either from a Land Rover dealer or a reputable independent specialist. **Ed Evans**

TD5 90 IS BEATEN BY GRADIENT

Q I have a question concerning the performance of my 2001 Defender 90. It has the Td5 engine and has covered 90,000 miles and is fully up to date with servicing. The engine runs just fine, with good response, reasonable acceleration and it's fairly quiet, returning around 29mpg, which I'm happy with. It's perfect until it gets on a long steep hill, when the speed gradually falls off until I'm doing about 45mph with all the other vehicles whizzing past me. A Discovery Td5 passed me the other day at probably 20mph faster, which convinced me there's something wrong with mine because it should surely do a similar uphill speed.

Oddly, during normal driving you would never know there was a problem. I have changed all the intercooler and turbo hoses, checked the turbo wastegate is free to move by disconnecting the linkage, changed the fuel filter and the garage did a fuel pressure test and said that was okay. One strange symptom is that, if I build the speed up to 70mph to get a run at one particular long steep hill, it seems to go well until the road starts to rise, and it's almost as if one or more cylinders suddenly cut off, or goes into limp mode, then the speed starts dropping. But over the top of the hill the engine is running fine. I've tried it in fifth and fourth gear, no difference. Shorter hills are fine.

Could there be a problem with the fuel pump in the tank, perhaps a loose electrical connection? Any other ideas? I have had a code reader connected to the diagnostic socket and there are no engine faults showing.

Jes Williams

A It sounds like you have explored most avenues, and I am wondering if the issue lies with the air flow meter. Ideally, a diagnostic machine would need connecting, and then drive the vehicle whilst observing the air flow reading. On the steep hill that produces the symptom, you could drive up and have a passenger watch what happens to the air flow reading at the point where the vehicle appears to go in to limp home mode. I suspect it will suddenly change and thus indicate a fault. An alternative to this is if you have has access to a donor air flow meter. If so, you could fit this and retest the vehicle on the hill.

Duckworth Land Rover





Jes had already checked the common problem of a sticking turbo wastegate by disconnecting the link rod and checking the wastegate spindle (arrowed) was free to move.

The air flow meter is in the duct from the air filter casing, and is easily swapped over.

DISCOVERY RIDE HEIGHT EFFECTS



Even standard springs can become dislodged from the upper spring seat, as seen on this rear unit. Cutting a spring increases this risk, so only fit purpose-made springs if you want to lower.

Q I was reading about how air springs on Range Rovers automatically reduce the ride height when they get up to speed. Apparently, this improves fuel consumption and stability on bends. I drive a Discovery 300Tdi and only use it on the road, never off road, so I'm not bothered about underside clearance. Back in the Sixties, cars could be lowered by cutting about an inch or so off the coil springs and fitting them back on. Is there anything to stop me doing this on my Discovery?

Dave Jennings

A This technique used to be practiced by boy racers who wanted their cars to look fast or special, and by drivers involved in tarmac-based motor sports who wanted to lower the centre of gravity and at the same time stiffen the suspension. It's this stiffening of the suspension that can cause a problem.

Coil springs work in the same way as the early torsion bar suspension, which simply used a length of round bar which was twisted by the suspension movement and sprung back again. The shorter the bar, the stiffer it becomes, and the harder the suspension feels. Our coil springs work exactly like a torsion bar, except they're wound into a coil to make them spatially compact. So when you cut a couple of coils off, you are shortening the bar, and you'll get a hard ride – harder than the Discovery (and its bushes, joints and dampers) is designed for.

A Discovery 1 can be lowered by changing the springs all round, but they need to have a suitable spring rate for the vehicle, so don't cut your existing springs. Check www.extreme4x4.co.uk who will be able to supply a set of springs to reduce ride height, yet still retain a suitable spring rate. You need to discuss this with them because they can supply bespoke spring sets to suit your vehicle loading, such as carrying a roof rack, towing or the weight of a winch and winch bumper. Your standard dampers will still work, but fit new dampers if they are worn. I understand the Discovery 1 can be lowered a maximum of 2.5 inches, though the bump stops have to be reduced to give clearance. As this is a modification from standard, you will need to notify your insurance company, and it's worth checking any effect on your premium before going ahead.

Ed Evans

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LR017951G/FRC7329G	Discovery 1	Front	Solid
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LR017953G/FTC1381G	Discovery 1	Rear	Solid
SDB000380G	Discovery 2	Front	Vented
SDB000470G	Discovery 2	Rear	Solid
SDB000614G	Discovery 3	Front	Vented
SDB000604G	Discovery 3	Front	Vented
SDB000646G	Discovery 3	Rear	Vented
SDB000636G	Discovery 3	Rear	Vented
SDB000624G	Discovery 4	Front	Vented
SDB000604G	Discovery 4	Front	Vented
LR025946G	Discovery 4	Front	Vented
SDB000646G	Discovery 4	Rear	Vented
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SDB000614G	Range Rover Sport - 2005 - 2009	Front	Vented
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SDB000624G	Range Rover Sport - 2005 - 2013	Front	Vented
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SDB000646G	Range Rover Sport - 2005 - 2013	Rear	Vented
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LR016192G	Range Rover Sport - 2010 - 2013	Rear	Vented
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LR031845G	Range Rover L322	Front	Vented
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LR031846G	Range Rover L322 - 2010 - 2012	Rear	Vented
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LR038934G	Range Rover L405	Front	Vented
LR033303G	Range Rover L405	Rear	Vented
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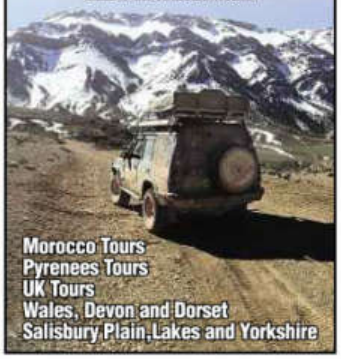


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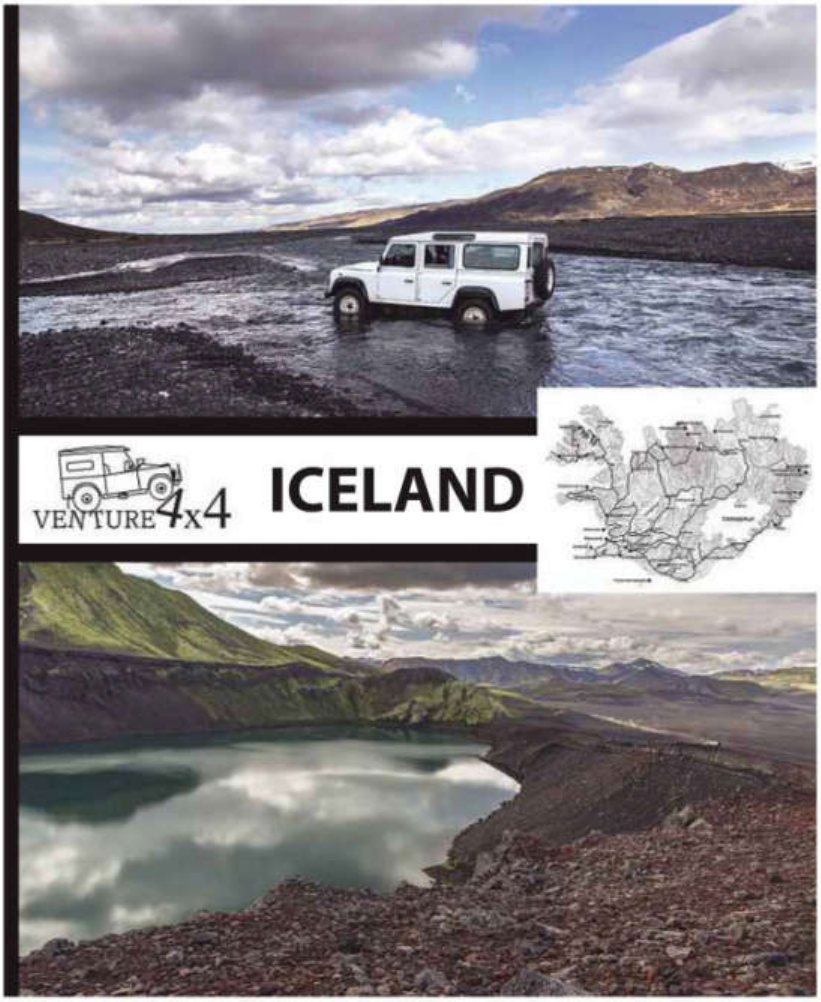
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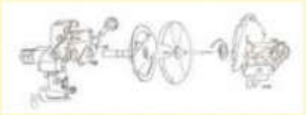


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2014 LAND ROVER DEFENDER 2.2 90 XS STATION WAGON TDCI



Covered 3,600 miles, in excellent condition finished in Indus Silver metallic with Santorini Black metallic roof, Full Black and Grey contrast leather with Land Rover Logo embossed, Heated seats, Air conditioning, Suede roof lining, Heated front and rear windscreens, Tow package, Electric adjustable head lights, Land Rover Warranty until 30/11/2017, THE CAR IS ON REGISTRATION NUMBER M70ROL WHICH CAN STAY ON OR COME OFF. **£30,795**

2012 LAND ROVER DEFENDER 2.2 110 XS UTILITY WAGON TDCI



Covered 18,200 miles, In excellent condition finished in stunning metallic Black with black half leather interior, Heated seats, 7 seats, SVX style alloy wheels, Fire and ice side steps, Land Rover roof rack and rear ladder, Air con, ABS and traction control, Electric windows, Tow pack, NAS led lights, Light guards, Mot until 01-03-2016, Free AA roadside assistance ask for more details. Terms and conditions may apply. **£28,794 +VAT**

2012 LAND ROVER DISCOVERY 3.0 SDV6 255 XS 5DR AUTO



Covered 67, 856, stunning car in black with black leather, 19" alloys, 7 seats, privacy glass, front and back park distance control, electric heated power folding mirrors, electric windows and mirrors, Harmon Kardon DAB radio with C/D ipod and USB ports, front and rear Landrover matts, heated seats. Auto lights and wipers, MOT to July 2016. Full Landrover service history. **£27,950**

2011 LAND ROVER DEFENDER 2.4 110XS STATION WAGON 7 SEATS INC VAT



Covered 47,800 miles, in excellent condition finished in stunning Orkney Grey metallic, Half black leather interior, 7 seatsAir con, Heated front seats, Electric windows, ABS and traction control, Side steps, Alloy wheels, Tow pack, Bluetooth, Heated front and rear windscreen. Full service history will be serviced prior to sale. **£23,995 + VAT**

2009 LAND ROVER DEFENDER 2.4 90 DEFENDER 90 XS SW



Covered 38,800 miles,For sale is this unique Defender finished in stunning Firenze Red Metallic with full black quilted leather with Red Diamond stitching which is extended to the dash and cubby box, Air con, Electric windows, Heated seats, Heated windscreens front and rear, Gloss black NAS rear bumper, ABS and traction control, 3 months warranty which can be extended. **£23,895**

2010 LAND ROVER DEFENDER 2.4 90 CLASSIC EDITION STATION WAGON TDCI



Covered 23,800 miles, For sale in excellent condition a Classic Edition Defender 90 Station wagon. Finished in metallic Silver with a Matt Black wrapped roof, 18 inch Metallic Grey alloy wheels with Cooper Zeon tyres, Body coloured front grill, light surrounds and door mirrors. Clear LED lights with SVX style head lamps with stainless steel head lamp bezels, LED day time running lights in front bumper. Gloss Black side steps, Rear step. Gloss black rear bumper. Comes with 12 months AA cover please ask for details when buying this car. **£22,995**

2009 LAND ROVER DEFENDER 90 COUNTY HARD TOP TDCI LTD EDITION



Covered 30,000. In excellent condition finished in stunning Stornaway Grey Metallic with Black interior, Heated seats, Black 18 inch Boost alloy wheels with 30mm wheel spacers, Front bumper with LED day time running lights, LED clear light package with SVX clear head lamps, Body coloured front grill light surrounds and door mirror caps, Matt black roof, SVX fire and ice side steps, Heated front and rear wind screens. Comes with 12 months AA cover please ask for details when purchasing this vehicle to get this offer. 3 months warranty which can be extended, £20,994

2008 LAND ROVER DISCOVERY 2.7 TD V6 SE 5DR AUTO



Stunning car in epsom green with cream leather, satellite navigation heated electric seats, blue tooth phone prep, alloys, cruise control, electric power folding mirrors, heated front and rear windscreen, front and rear park distance control, head lamp power wash, hill decent control with all terrain programme full landrover service history. **£17,995**

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LIGHTWEIGHT
1971, Lightweight, diesel, 77,000 miles, MoT until March 2016, new clutch, parabolic springs, good bulkhead and chassis, £2900.
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SERIES I PICK-UP
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SERIES I STATION WAGON 107
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SERIES III

1980 Series III, truck cab, diesel, one owner since new, all records available, many extras fitted, £3,500 ono, London, 07733008470



RANGE ROVER P38 LPG

1997 Range Rover P38 SE, 4 ltr, LPG, Tornado, chipped, excellent condition, new parts too numerous to list, absolutely no issues (electric or water) absolutely reliable car, currently located Andolucia Spain returning to UK Nov, reason for sale Spain won't let me import car as it has been converted ie lpg fitted, any inspection invited no dents total straight fabulous drive, forfull details please email fodencat44@hotmail.com, arrive Lincoln, 26th Oct, £3,750, 07413197397 (after 26 Oct)

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DORMOBILE 109

1963 Dormobile 109 restoration project, petrol with V5, £2950, Kidderminster, 07811681316



SERIES II

1967 Series II, 42,000 miles, seats re-trimmed, paintwork and interior in good condition, still on its French registration plates but RHD, £3,500, Bridgnorth, 07448073094



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1969 Series 2a Safari SWB, 200 Tdi, 100,000 miles, with replacement Richard's chassis, many new parts, parabolic springs, props brakes, clutch rear tyres, front and rear ball hitch, rear seats, military door tops, 200 Tdi Discovery which was from fully serviced 110,000 mile, Discovery new belt and tensioner fitted, many other parts genuine Smith's heater MOT Oct 2015, tax free forever, £4,200 more information call Louis 07979000968 or Paula 07584090251, Lyndhurst



SERIES IIA SAFARI LWB 109

1969 Series 2a 109 Safari, 2.5 diesel, with replacement Richard's galvanised chassis, this is a unfinished project with very little work to complete, far too much time and money spent, new parabolic springs, props, lights, wheel bearings, clutch, copper brake pipes full wiring loom, rebuilt bulkhead, foot wells, pillars, bottom mounts, replacement 2.5 diesel engine believed to only completed 48.000 miles from new, new 2a exhaust fitted, fuel tank blasted and wrapped with fibre glass, much more, £4,200 more information call Louis 07979000968 or Paula 07584090251

£5000 - £9999

RANGE ROVER VOGUE SE

1990 Range Rover Vogue SE, Plymouth Blue on SORN, low mileage 36,865, garaged, automatic, four door, one owner from new, £9,000, Gloucestershire, 01453 549520



RANGE ROVER

1979 Range Rover, this car is in Holland with a Dutch MOT until April 2016, Green with a V8 petrol engine in good condition with 62,000 Km on the clock, the car is in regular use, all panels and underneath in very good condition, £6,500, Holland, 0031653154935 or 0044795077448

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DEFENDER 90 SVX STYLED SOFT TOP

An amazing-looking Defender 90 SVX styled soft top, this nut and bolt ground up rebuild (Photo diary kept on its journey) is a real head turner, the chassis has been shot blasted and under sealed and fitted with gas shocks all round, 30mm wheel spacers have been added to take original SVX alloy wheels, the dash clock mileage would not be completely accurate as it has been refitted with a fully serviced 200tdi "Gold Seal" engine (new cambelt, clutch and filters) with silicone pipes and electric fan conversion, it has a Puma style bonnet, SVX style sport seats, military roll cage, NAS rear half door on a newer style walk through rear tub (diesel filler cap at rear) tank conversion, many other new parts inc wing panels and doors and halo LED headlamps with SVX grill and new stereo etc, straight vehicle, straight out of the paint shop and ready for the summer! (12 Months MOT), £8,800, South Witham, 07531 949273



DEFENDER 90 300 TDI

1995 Defender 90 on a 300Tdi galvanised chassis, with just 70,000 miles on the clock. Included in the sale are h/d rims + 265/75 General Grabber MT tyres, winch bumper, adjustable Witter towbar. Unusually low mileage, this was an ex-National Trust vehicle prior to fitting galvanised Richards Chassis, with good 300Tdi engine, R380 gearbox, etc, could convert to hard top if required, delivery can be arranged by agreement, £6950, Killinchy
Tel: 07767 443447 or 028 97 542733



RANGE ROVER VOGUE LSE

1994 Range Rover Vogue LSE, last of the hard dash and as such, proper Range Rover Classics, body has never been welded but is a bit scruffy, 72,000 miles, I bought it with 58,000 miles on 5 years ago and have run it weekly since, everything works except the driver's seat heater, and the air con doesn't blow cold, it's still on air suspension as well, it has MOT'd every time with virtually no work, however it had a full brake rebuild about 18 months ago with new calipers, discs and pads, the exhaust is a full stainless tubular system including manifolds, same noise level as original, Plymouth Blue with brown leather, OIRO £5,500, Warwick, 07818403416



EX MOD 110 GS SOFT TOP

1987 Ex MoD soft top, excellent condition, Mot July 2016, no advisories on MoT, MoD recon engine 2010, one owner after MoD, 8 side facing bench seat in rear, 2 in front, very original straight out of Army condition, will be sad to see go, but need to thin down collection!, £5,500, Stowmarket, 07867847567

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DEFENDER 90 PICK UP

For sale is my Land Rover 90 Pickup, registered in December 1987, it has a 300Tdi and R380 retro-fitted by the previous owner (V5c up-to-date), it has an MOT until May 2016, and has just over 122,000 miles, I've spent many hours working my way through the chassis, cutting out all traces of rust and replacing sections where needed, and have also given it mechanical service top-to-bottom including all new wheel bearings, new front brakes (callipers, discs and pads) and rear pads, a new timing belt (inc. idler and pulley), and many other items, a small amount of rust on the bulkhead, it also has some tears to the vinyl seat covers, it is for sale at £5,250 ono, and is available for viewing in Bath, 07595445961

DEFENDER 90 RAG TOP

This is my 1993 Defender 200 Tdi rag top, this is a very tidy much loved truck but has to go due to family changes, it has loads of upgrades spot lights, hydraulic front winch, roof bars, snorkel, rear seats new doors and much more, 101,034 miles, vehicle will have a new mot on it for sale, £7,000, Rugby, 07815065329



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EX-MOD 90 SOFT TOP
1987, Ex-MoD, 2.5 n/a diesel, soft top, new timing belt, exhaust, tow bar, good condition, good tyres, runs well, 11 months MoT with no advisories, tax'd 5 months, £5200.
01261 851717 (Aberdeenshire)



DEFENDER 90 COUNTY
2002, Defender 90 County, 92,000 miles, metallic blue, tinted electric windows, Stage II tuned, stainless steel exhaust, OME struts, chequer plate, tow bar, Terrafirma steering guard, LED rear lights and indicators, KBX vents and grille, sh, MoT until Oct '15, manual sunroof, leather seats, folding rear seats, 16" alloys, c/l, lockable storage box, immobiliser, £9,995.
07775 733954 (Maidstone)



DEFENDER 110
2002, Defender 110, starts every time, engine and running gear is all A1, MoT until May 2016 (passed with only one advisory – low rear brake pads), 130k (on average 10,000 miles a year), genuine boost alloy wheels professionally refurbished a few months ago in satin black, brand new all terrain tyres, new Mantec snorkel, 30mm spacers fitted to give it a bit of a chunkier stance, I can email more pics and a video of it running, any inspection welcome, any questions, cash on collection and please no silly offers, price dropped to £6200.
07795 902951 (text if before 5pm, call any time after) or call Steve on 07838 393549 (Wirral)

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DEFENDER 110 TDI
1999, Defender 110 Tdi, 2495cc, long wheel base, 12 months MoT, full service history, good condition, 84,343 miles, £6,500.
01782 680465 / 07951 420408 (Stoke on Trent)



DEFENDER 110 COUNTY
1990, Defender 110, 2.5 Td, 193,000 miles, newly resprayed Zanzibar Copper with Graphite Grey roof, bonnet and accessories, solid chassis (undersealed), solid bulkhead, solid doors, just spent £2000 restoring, new carpets throughout, privacy glass, interior immaculate, power steering, four General Grabber Tyres (as new), just serviced, some history, £6500.
07739 952662 (Dunfermline)

DISCOVERY 2 LANDMARK
This is one of the best 2004 Discovery Landmarks around with a good Waxoyl'd chassis (lots of photos), three owners, everything works as it should, 83,943 miles, service history partly done by the last owner who was an engineer, if your looking for a Land Rover that's in good condition and reliable you will best describe it yourself if you come and see it, £7500.
07971 963770 (Bishop Auckland)



RANGE ROVER L322
2004, Range Rover, 4.4 V8 petrol, 117, 019 miles, selling on behalf of an elderly friend, good overall condition with a few age related marks, and a damaged f/o/s indicator lens with some scratch marks on bumber, all the usual luxury refinements you would expect, including DVD player and screen in rear of the vehicle, sat navigation, air conditioning, full cream leather interior, never had a tow bar fitted, all systems work as should do, two owners from new, came from Strathstone of Mayfair and was used as a chauffeur driven vehicle, any viewing welcome with prior arrangement, pulls very well with no problems, £5750.
07890 671230 (Loughborough)



DEFENDER COUNTY SW TDI
1999, Defender County SW TDi, fair to good condition, six owners, MoT unti May '16, 221,300 miles, steering gear guard, front and rear differential guards, four side facing rear seats, 50 mm tow bar, side-steps, dog guard, CB radio, recent work includes: new rear half cross-member, exhaust system, new battery (2014), regularly serviced, until recently used regularly, other accessories available, £6350.
07521 798896 (Guildford)



DEFENDER 90 TD5
2005, Defender 90 Td5, hard top, 78,500 miles, very tidy Landy, well kept and in good condition, full service history, MoT until March '16, fitted black boost alloy wheels on general grabber tyres, new stereo/MP3 system, £8,995.
07495 605955 (Holme-on-Spalding-Moor)

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DEFENDER 90
1993, Defender 90, 2.5 200 Tdi, only two previous owners, first being Derbyshire Fire Service for 10 years, previously red recently re-sprayed black in 2014, in great condition, has been taken for a 06 plate on several occasions due to the plate lettering and also due to its fantastic condition, 103,000 miles, low mileage for its age and hasn't been abused off-road, it's a genuine 1993 in excellent condition, includes four all-terrain tyres, rock sliders, chrome A-bar with chequer plate, wing tops and passenger side snorkel along with four rear (folding) seats, power steering, lots of work recently completed, all features are original and in great condition, includes, tow bar (not fitted at present) and rear door steps, every MoT test certificate since 1993 provided, current MoT until late November 2015, overall its in great condition, viewing can be arranged by email mpk32@hotmail.com or phone, questions also welcome, no time wasters please only genuine interest at the stated price, £7290.
07814 168589 (Oldham)

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SERIES III 109 HI-CAP
1982, rare Series III Hi-Cap, petrol, in original condition, 55,000 miles, has MoT, usual marks and dents for year, it does have some service, this is 1 of 17 left so is rare, £5500 or near offers.
07544 889163 (Brackley)



DEFENDER 110 TD5
1999, Defender 110 High Cab pick-up, Td5, good all round, no welding, high ratio box, genuine reason for sale, £5850.
07773 171348 (Barrrowford)



EX-MILITARY AMBULANCE
Rare opportunity to purchase a former military ambulance that has been converted to a camper / overland expedition vehicle, ideal for camping and exploring places that other campers and caravans could never reach, built in 1988, it was demobbed in 2000 at 32k, it now has 55,800 miles, MoT until end of August 2016, includes Isuzu 3.1 turbo diesel conversion, masses of other new parts, chassis in very good condition, good matched 235/85/16 BF Goodrich all terrains on heavy duty 1 ton wheels, converted to camper in 2000, nicely built and no damp, ceiling is raised in the camper part to at least six foot, 240v or gas-fired Belling Malaga 9-litre water heater and large Whale 12v electric water/shower pump, shower and flushing cassette toilet, Omnistor side wind out sun awning, aluminium roof rack with adapted ladder or access from aluminium checker plate bonnet and wings, re-painted in Tekaloid Sapphire Blue (2015) (brush painted as it has been all its life), £9500. 07921 219057

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MILITARY 110
1988, Military Defender 110, Snatch copy, 2.5 recent recon engine, MoT, no welding or rust, very strong complete with heavy duty Sankey trailer p/x 101 Ambulance, £8995.
07976 688943 (Bude)



DEFENDER 90 TD5 COUNTY
2003, Defender 90 Td5 County, no dents or scratches on the bodywork, 104,000 with MoT until January 2016, chassis, bulkhead and rear cross member in good condition, electric windows and central locking, full tow kit, cubby box, interior immaculate, new load liner mat not long ago, side steps, dog guard and CD Player, please no time wasters, £9995. 07519 911196



DEFENDER 90
1987, Land Rover 90, fantastic chassis with no signs of rot at all, I have recently had all of the seals changed on the transmission along with a new rear prop and output flange, a 200Tdi engine has been fitted to give it some extra grunt and it drives very well, bonnet, wings and inside the rear has been chequer plated and the sides have been carpeted to reduce sound, the cabin has recently had new Exmoor trim seats and carpets fitted and Dynamat has been laid again to reduce road noise, the car has been resprayed but it has not taken very well on the doors causing slight bubbling in the paintwork, this is the only issue the car has, the car turns heads wherever it goes and many people think that the number plate is a private one as they can't believe it's that old, please contact for a full list of changes and additions, 40,000 miles, if you would like the LED headlights with the car it would be an extra £300, otherwise I have halogen headlights I will fit prior to selling, £8700.
07702 219937 (Welwyn Garden City)



DISCOVERY 3 XS
2007, Discovery 3 XS MWB, private sale, no vat, 4x4 commercial light goods vehicle, factory fitted two seater in good condition, MoT due January 2016, works carried out this year: new timing belts, new front wheel bearing, new tie rod end, and both EGR valves replaced, service history, 140,000 miles, only two owners, £8450.
07729756043 (Harlow)



DEFENDER 110 DOUBLE CAB
2006, 56 registered, 110 double cab pick-up in Keswick Green, one owner, 114,000 miles, MoT November, tow ball fitted, canvas tilt, the front seats are starting to get a bit tired and the foot well rubber is worn, this is a standard vehicle so it has not been messed around with and has always been maintained and drives well, perfect vehicle for work fun and family, £9000.
07736 061334 (York)



SERIES III HARD TOP
1982, Series III SWB, hard top, fully rebuilt and upgraded, 2.5 Tdi installed, new chassis, rewired, upgraded inertia, lots of extras, too much to list in advert, please contact for any questions, £6000. 07732 107820 (Didcot)



DEFENDER 90 300 TDI
1998, Defender 90, 300 Tdi, 112,000 miles, immac condition, lots of sh, alloy wheels, tax and MoT, £8000.
07547 052555 (Enfield)



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DEFENDER 127

1989, ex-RAF crash rescue Defender 127, V8 petrol with twin carbs, three owners from new, firstly MoD, then Jackson and Co for conversion, then the ambulance charity that have now decided to de-fleet the vehicle, well maintained although due to the nature of the owners involved there is no proof of history, new rear shoes and cylinders for the MoT, which passed 23/07/15, starts and drives beautifully with a lovely roar from the V8, working fuel fired heater in the rear, some TLC will see this machine back on top form, the price reflects the need for time and effort required to make her 100%, all paperwork is in order for the vehicle so export is not a problem, 43,260 miles, £13,000.
07810 634161 (Epsom)



DEFENDER 110 XS STATION WAGON

2008 2.4 TDCi, 7 Seats, A/C, C/L, E/W, Santorini Black, Black 1/2 leather, Boost Alloys, Side steps, Carpets thru out

full specification and other Land Rovers call direct
01258 840889
or
douglassmotors.co.uk



DEFENDER 90 TD5

2003, Defender 90 Td5 XS, 88,250 miles, MoT, professionally converted/ maintained, Waxoyl'd, 2" lift, ARB lockers, compressor, split charge, three sets wheels/ tyres included, Stazworks beadlock with Simex 35" tyres, Warn 8724 wynch, full roll cage, sliders, loads more extras, £11,500.
07793 823810 (Burgess Hill)



CUSTOMISED DEFENDER 110 DOUBLE CAB

2012, Defender customised by Urban Truck, double cab pick-up 110 XS, 2.2 Tdci, six-speed, Santorini Black, 35,000 miles, two previous owners including myself, Land Rover warranty until Jan 2016, full service history, 18" matt anthracite alloy wheels in perfect condition with BFG all terrain tyres and Urban Truck centre caps, Mantec snorkle, raised air intake, KBX premium grille, KBX light surrounds, KBX high force bonnet vents, snow guard, chequer plate internal tail gate kit, LED light pack, twisted daytime running led light front bumper, Momo leather steering wheel, chequered/steel tubed side steps, heated uprated high back half leather seats, heated front windscreen, electric front windows and remote central locking (two keys & two fobs), A/C, ABS, T/C, body coloured roof and wheel arches, tinted rear privacy glass, adjustable tow bar pack with electrics and lock, Dashcam 360 degree panoramic HD Car DVR driving recorder with motion detection and rear view camera, Alpine audio CD/ Radio/iPod with bluetooth-hands free, possible part exchange, £27,000.
07870 660046 (Winchester)



DEFENDER 110 CREWCAB

2003, Defender 110 TD5 Crewcab, in mint condition, no corrosion, four new tyres, electric windows, central locking, factory bulkhead, fully serviced, many extras, 110,000 miles, £12,500.
0035 38687 67669 (Ballyforan, Ireland)



DEFENDER 90 TD5 TRUCK CAB

2000, Defender 90, I'm selling my much-loved Defender 90 Bespoke Truck Cab in Santerni Black rebuilt in 2012 with no expenses spared, powder-coated chassis and excels, new brakes, new Terrafirma suspension, new body panels including the new style bonnet, SVX Style roll cage, side steps, full stainless steel exhaust, upgraded intercooler, upgraded Terrafirma steering damper, plug-in chip from Twisted, 20" Range Rover Sport wheels, new XS half leather heated seats, new roof lining, LED light Bar worth £500, I have full documented history of the rebuild including all receipts and hundreds of pictures, the truck has also been fitted with an alarm/immobiliser, remote central locking and tracker, 12 months MoT, £15,000
07866 904928 (Halifax)



DEFENDER 110 TOMB RAIDER

December 2001, genuine Defender 110 Tomb Raider TD5, Grey, two owners previous to myself (one of those for only eight weeks given as a company car), I have owned and maintained this Tomb Raider since 2006 and it has a genuine 65,600 miles on the clock, never been off-road, just MoT'd until 29 July 2016, had Waxoyl'd chassis treatment in 2007 (http://www.before-n-after.co.uk/), also recently had new tyres, rear cross member and Exmoor trim leather front seats, the wheels were refurbished June 2015, no canvassers genuine buyers only, £13,995.
07971 952199 (Manningtree)

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DEFENDER 90 TD5

2002, Defender 90, 2.5 Td5 diesel, RHD, manual, blue, 111,000 miles, alloy wheels, bullbar, front light guards, sump guard, anodised chequer plating, side steps, snorkel, NAS rear step bumper with tow bar, ECU remap, stainless steel exhaust, Land Rover leather steering wheel, crankshaft damper pulley, idler pulley, serpentine belt, brake calipers and pads, bumper and snorkel powder-coated, Waxoyl'd May '14, MOT due October, happy to put through for genuine buyer, £10,750.
07775 331229 (Salisbury)

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DEFENDER 90

2001, Defender X-Tech SE, 108,123 miles, full Exmoor soft top conversion, full roll cage, Janspeed side exit exhaust, KBX grill, spots, LED light pack, Twisted DRL bumper, 20" stormer alloys (black), full checquer plating and wing tops in black, fully lined with chequer plate, swing rear door, stereo, good history, locally owned last 10 years, 10 months MoT, new fuel filter and housing, injection wiring harness and service, upgraded suspension and Waxoyl'd, X90TEC plate worth £1200, please call for more info £12,000 ono.
07545 577889 (Worcester)



DEFENDER 130 TDCI

2010, Defender 130, 2.4 Tdci, double cab, Tamar Blue, 39,400 miles, five-seater, full length Patriot aluminium roof rack and canvas tilt with roll up sides, full Land Rover dealer service history and new MoT, undersealed when purchased and in very good condition, quality canvas seat covers for all five seats and Mota Lita steering wheel, black modular wheels with BFG All Terrains (or original LR wheels), £19,000. 07506 036670 (Tenby)

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RANGE ROVER LIGHT HYBRID

1972, this vehicle has a 200 Tdi engine, R380 defender gearbox, Series 2 109" body shortened to match, 100" wheelbase, full respray in 2 pak Bronze Green, full ground-up restoration completed Dec 2014, including all mechanicals, front and back axle refurb, new suspension, all interior done to a high standard, Techno Defender seats, runs and drives superb, five new Michelin 7.50 tyres, in excellent condition inside and out, vehicle originally modified for trailing in the '80s so log book states Range Rover Light 4x4, MoT, £13,750
07791 461223 (Newark-on-Trent)



DEFENDER 110 COUNTY

2005, Defender 110 County Station Wagon, 2.5 Td5, nine seats, 104k, Alveston Red Metallic, LR Independent Specialist Service History, two previous owners, just serviced, 12 months MoT (no advisories), excellent condition, LR A Bar & LR Spots, side steps, ball and pin tow bar and rear step, 16" LR Boost alloys in graphite grey, BF Goodrich 285/75/R16 M/T KM2 Tyres, all with good tread (spare unused), Sports steering wheel, Parrot bluetooth car kit, sale includes the following new parts that I have not had time to fit: pair of BB Classics bucket seats in red/black cross stitch and runners, roof light bar (all still in original packaging), only selling as I will soon be taking delivery of a new Defender and I can't keep both, £14,995 ono.
07737 621692 (Biggleswade)



DEFENDER XS TDCI

2012, Defender XS Tdci, 2.4 Estate, seven seats all leather trim, one owner from new, dark blue, 28,000 miles, excellent condition, full service history, traction control, heated screens, heated seats, air con, electric windows, £24,500. 07795 347255 (Penrith)

FOR SALE

LAND ROVER 90/110 PARTS

New Rover parts, no major assemblies, too much to list, approx £500 worth, looking to sell for £225, phone free list, will sell parts separate.
07858 784713 (Sydenham)

TENTIPI WITH LOG BURNER

Suit family, bought in April, used 8 times, vgc, swap for Maggiolina roof tent plus cash, or sell £2200 ovno; Ifo Williams Tipper 2 ton £2500; alloy boxes for Overlanders, £offers.
07931 857604 (Rochester)

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ROOF BARS

Heavy duty Thule roof bars (two), lockable, complete with locks and keys, suitable for all Series model hardtops, Defenders, Range Rover Classic, £75.
01344 427673 (Bracknell)

CANVAS HOOD FOR DEFENDER 90

Hardly used so in good condition, open to reasonable offers, £200.
07515 749963 (Birmingham)

STOP PRESS

RANGE ROVER CLASSIC

1971, Reg ARD 491K, 3.5 V8, tax exempt, MoT May 7 2016, gold, in very good condition, new distributor, front hub seals, kept garaged past 15 years, restoration project, gun rail / dog guard fitted, £15,000.
01670 854557 or 07792 049748 (Northumberland)

DISCOVERY 300TDI

R-reg, Discovery 300Tdi, white, seven-seater, 150,000 miles, slightly modified with winch and bumper and 2-inch lift., light bar, snorkel, four new tyres, call for full spec, £2250.
07934 556395 (Doncaster)

DEFENDER 110 TD5

1999, Defender 110, hi-cap pick-up, Td, blue, high ratio gearbox, good all-round condition, approx 130,000 miles, £5850.
07773 171348 (Lancashire)

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OLD DEFENDERS LIKE NEW

The Defender production may be ending, but it's not the end of the world. Honest.

Story: Dave Phillips

THE EVERLASTING nature of Defenders has always been a big selling point. They uncomplainingly slog on for a long time and, given a little TLC and the replacement of worn parts, will go more or less for ever.

For this reason alone, there's never been a better time to buy a Defender. They are not going to depreciate when production ends and, even when the new model appears – reportedly in 2018 – they'll still hold their value.

This is unusual in the secondhand car market. Usually, the introduction of a better-spec new model sees prices of the old model tumble. But that won't happen in the case of the Defender because the new model will inevitable be very different to the old one. It won't be replacing like for like.

The outgoing Defender is a much-loved classic that will hold on to its value anyway. If you don't believe me, there is precedent in Land Rover history – the Range Rover Classic. The unpopularity of the P38 second-generation Range Rover saw prices of the original hold firm. Today, they are soaring – such is the popularity of the timeless first-generation model.



So, what sort of Defender should you buy? My recommendation would be for a well-prepped secondhand example, like the bespoke creation on this page from Nene Overland.

The vehicle in question is a 57-plate Defender 90 SVX – a beautiful soft top model in its own right, made better with a 5-litre V8 Mustang engine mated to a five-speed Chrysler automatic gearbox that's capable of harnessing the massive torque (428 lb ft) delivered by that burbling petrol-gobbler.

This vehicle has been bought by a well-heeled customer hailing from the



Caribbean island of Nevis, who can no doubt afford the fuel bills.

No, I'm not recommending this as a daily workhorse, but as a weekend warrior. Wouldn't it be great for the occasional jaunt to the beach? And it will be just as desirable – if not more so – in ten, 20 or 30 years.

Specialists like Nene Overland will be taking old Defenders and turning them into head-turners for many years to come. And if you have the technical expertise, you can even do it yourself as a fascinating project.

Many thanks to Nene Overland for their help with this feature.

More details at www.neneoverland.co.uk.



EARLY SERIES I

80" – 1948 TO 1953

THIS IS where it all began. The original 80-inch Land-Rover now fetches big prices for really good ones. Even barn-find derelicts fetch good money for restoration projects. The earlier and more original, the better. 1948-50 examples are the most sought-after, with pre-production and historic examples the most desirable. Post-1950 models offer the best value. The Holy Grail of Land Rovers is the "lost" centre-steer prototype from 1947 – if it still exists, that is.
BUYER'S TIP: Series I Club offers parts and advice.

SPECIFICATIONS

1948-1951: 1.6-litre four-cylinder petrol, 55 bhp, 83 lb-ft torque. Four-speed manual, two-speed transfer box with permanent four-wheel drive (to 1950), later selectable. **1951-1953**: 2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft.

PRICE GUIDE

Project: £2600 – £6600
Average: £6600 – £7200
Good: £7200 – £16,000
Excellent: £16,000 – £50,000+



LATER SERIES I

86", 107", 88", 109" – 1953 TO 1958

THESE LATER Series Is aren't so pricey – but they still don't come cheap. They are also more user-friendly and easie rto drive, too. The distinctive 107-inch Station Wagons, which look like they're built from giant Meccano, are extremely sought-after, and fetch good prices. The long wheelbase pick-ups represent very good value. Check any prospective purchase for rust – an inherent problem with all early (and many later!) Land Rovers.
BUYER'S TIP: There's never been a better time to buy.

SPECIFICATIONS

2-litre four-cylinder petrol engine, 52 bhp, 101 lb-ft torque. Also, **from 1957,** 2-litre four-cylinder diesel, 52 bhp, 87 lb-ft torque. Four-speed manual, two-speed transfer box with selectable four-wheel drive.

PRICE GUIDE

Project: £2000 – £4100
Average: £4100 – £6500
Good: £6500 – £15,000
Excellent: £15,000 – £50,000+



SERIES II/SERIES IIA

88" AND 109" 1958 – 1971

IN 1958 the Series I was replaced by the more rounded Series II – the classic Land Rover shape that you still see today in the Defender. Values of Series IIs are rising sharply – pre-1961 and MoT-exempt models especially. Some have been retro-fitted with Tdi engines, which help them keep up with modern traffic. A SII should be a good ride. If it isn't, check the leaf springs aren't badly rusted and seized – and consider replacing with parabolics.
BUYER'S TIP: Short wheelbases are great everyday drives.

SPECIFICATIONS

1958: 88s, diesels to 1961 and all transmissions same as Series I. **1958-1971:** 2.25-litre four-cylinder petrol, 77 bhp, 124 lb-ft torque; 2.25-litre four-cylinder diesel, 62 bhp, 103 lb-ft torque. **1967-1971** (109 only): 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque.

PRICE GUIDE

Project: £1000 – £2300
Average: £2300 – £3800
Good: £3800 – £6000
Excellent: £6000 – £14,000



SERIES III

88" AND 109" 1971 – 1985

JUST TEN years ago you could still pick up cheap and cheerful Series IIIs, but not any more. Yet SIIIs still make affordable restoration projects, as parts are reasonably priced and readily available. The simplicity of the design makes them ideal for the home mechanic. Tidy originals command higher prices. The Stage One V8 is particularly sought-after, the ultra-rare short wheelbase version even more so. Look after your Series III and it will hold its value.
BUYER'S TIP: Affordable classic with parts still plentiful.

SPECIFICATIONS

2.25 petrol/diesel and transmissions as Series IIA, 2.6 six-cylinder produced up to **1979**. **1979-1985 Stage One V8** (109 only): 3.5-litre V8 petrol, 91 bhp, 166 lb-ft torque. LT95 four-speed manual with permanent 4WD.

PRICE GUIDE

Project: £700 – £2100
Average: £2100 – £3600
Good: £3600 – £6000
Excellent: £6000 – £14,000



MILITARY LIGHTWEIGHT

88" SERIES II AND SIII 1968 – 1984

THE AUSTERE version of the Series Land Rover, built for the armed forces. In 1972 the military Series III got the same mechanical upgrades as the civilian model, including a five-bearing petrol engine and improved gearbox with synchromesh on all forward gears, as well as an alternator to replace the old dynamo. Today, Lightweights are in high demand with enthusiasts, so expect good ones to fetch serious money.
BUYER'S TIP: Always in demand and rising in value.

SPECIFICATIONS

2.25 petrol engines and transmissions as for Series IIA and Series III

PRICE GUIDE

Project: £1300 – £2500
Average: £2500 – £6100
Good: £6100 – £8000
Excellent: £8000 – £18,000

PRICE CHECK



RANGE ROVER 1 (CLASSIC)

1970 TO 1996

EARLY THREE-DOOR examples command serious money and rarity, together with classic car collectors, are pushing prices up even further. But rust is the biggest enemy and steel body panels are getting difficult to source. V8s are expensive to run, but the later Tdi diesels are reasonably frugal. Later models certainly represent the best value and prices are rising, with high-spec versions like the Vogue SE or 4.2 LSE the most desirable.

BUYER'S TIP: A truly driveable classic.

SPECIFICATIONS

1971-1983: 3.5-litre V8, 125 bhp, 185 lb-ft torque. **1986**-on 3.5 EFi: 165 bhp, 206 lb-ft. **1989-1996:** 3.9 EFi V8, 185 bhp, 235 lb-ft or 4.2, 200 bhp. **1986-1992:** 2.4 VM turbo diesel, 112 bhp, 183 lb-ft, later 119 bhp 2.5.

PRICE GUIDE

Project: £1800 – £3100
Average: £3100 – £5200
Good: £5200 – £7500
Excellent: £7500 – £100,000+



FORWARD CONTROLS

SERIES IIA, IIB – 1962 TO 1972; 101 – 1972 TO 1978

THE SERIES IIA and IIB models were aimed at the civilian market: big capacity payloads for farmers and builders, but blighted by under-powered 2.6-litre six-cylinder petrol engines. The later 101 Forward Control – a big beast in every respect – was a no-nonsense military gun tractor with typical V8 petrol thirst. Some parts can be pretty hard to find, but there is fantastic back-up from clubs, with loads of fellow enthusiasts. But do you have the room on your drive?

BUYER'S TIP: Expensive to run – and buy.

SPECIFICATIONS

SIIA/IIB: 2.6-litre six-cylinder petrol, 81 bhp, 132 lb-ft torque. 101: 3.5-litre V8 petrol, 128 bhp, 185 lb-ft torque. Four-speed LT95 gearbox with permanent four-wheel drive.

PRICE GUIDE

Project: £2400 – £3800
Average: £3800 – £5400
Good: £5400 – £8100
Excellent: £8100 – £17,000



NINETY/ONE TEN

1983 TO 1990

THE VERY first of the coil-sprung utilities still retained the 2.25 engines from the outgoing Series III, but they were soon replaced by 2.5 units, plus an 85 bhp turbodiesel in 1986. Many are now retro-fitted with later Tdi engines. If not looked after, they are prone to rust, but good ones defy the years and continue to perform, and there's no shortage of spares. Prices are rising – not least because those over 25 years old ones can be legally exported to the USA.

BUYER'S TIP: Early models in original condition are rare.

SPECIFICATIONS

1983-1985: Engines as Series III/ Stage One V8. LT77 five-speed fitted to four-cylinder models. **1985-1990:** 2.5-litre petrol, 80 bhp, 129 lb-ft torque; 2.5 diesel, 68 bhp, 113 lb-ft; 3.5 V8 petrol, 113 bhp, 185 lb-ft, 134 bhp from **1986**. LT85 five-speed fitted to V8 models.

PRICE GUIDE

Project: £1600 – £2900
Average: £2900 – £4100
Good: £4100 – £6100
Excellent: £6100 – £13,000



DISCOVERY 1

200TDI/300TDI/V8 – 1990 TO 1998

LAND ROVERS don't have to be expensive. If you're looking for a deal, the Disco 1 is very affordable. It is a capable off-road and refined too, but rust is a massive problem. Of course if you're handy with a welder, there's nothing that can't be sorted. Check out the floor, sills and inner wings. If regularly serviced, 200Tdis and 300Tdi engines are pretty bulletproof. Prices starting to rise now as collectors snap up good early examples.

BUYER'S TIP: Getting rarer, but still good ones out there.

SPECIFICATIONS

200Tdi: 1989-1994. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. LT77S five-speed transmission. **300Tdi.** 1994-1998. 2.5-litre turbo diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission. V8s as Range Rover Classic.

PRICE GUIDE

Project/trade: £300 – £800
Average: £800 – £2300
Good: £2300 – £3900
Excellent: £3900 – £6300



DEFENDER 200TDI

1990 TO 1994

DESIGNED FOR the Discovery, Land Rover's 200Tdi engine also ended up under the bonnet of the Ninety and One Ten, which were renamed Defender 90 and 110 to avoid confusion with the new model. This was the beginning of the golden era of Defenders and many would argue the greatest vehicles ever built. Recent owners will be pleased to hear there is a plentiful supply of engines and gearboxes from scrapped Discoverys of the same era.

BUYER'S TIP: Try to find one on a galvanised chassis.

SPECIFICATIONS

2.5-litre turbo-charged, direct-injection diesel. 107 bhp, 195 lb-ft torue. LT77S five-speed tarnsmission.

PRICE GUIDE

Project: £2500 – £3500
Average: £3500 – £6000
Good: £6000 – £12,000
Excellent: £12,000 – £35,000



RANGE ROVER 2 (P38A)

1994 TO 2002

BETTER THAN some would have you believe, the second-generation Range Rover's reputation for unreliability is sometimes undeserved. For a luxury 4x4, prices are very low. No serious rust issues to speak of and if you are handy with electrics and a laptop computer, you can use diagnostic software to solve most problems. The only downside: replacement parts can be pricey. The diesel option is a BMW six-pot turbo.

BUYER'S TIP: A lot of luxury for not much money.

SPECIFICATIONS

4.0: 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. **4.6:** 4.6-litre V8 petrol, 225 bhp, 277 lb-ft torque. **2.5:** 2.5-litre six-cylinder turbo diesel, 134 bhp, 199 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE

Project/trade: £300 – £800
Average: £800 – £2000
Good: £2000 – £3400
Excellent: £3400 – £6700



FREELANDER 1

1997 TO 2006

AN AFFORDABLE entry-level Land Rover, but looking dated now. The 1.8 petrol engines are troublesome and best avoided. We'd opt for the more reliable diesel, which is economical and mechanically simple, but make sure it has been properly serviced, with particular attention to timing belt renewal. The later TD4 is more complicated but is chain-driven so no timing belt worries. Best news of all: Freelander has no rust issues to worry about.

BUYER'S TIP: Td4 diesel is a great secondhand buy.

SPECIFICATIONS

Petrol: 1.8-litre four-cylinder petrol, 118 bhp, 121 lb-ft; 2.5-litre V6 petrol, 177 bhp, 177 lb-ft torque. **Diesel:** 1997-2000. 2-litre Rover four-cylinder turbo diesel, 96 bhp, 155 lb-ft torque. R380 five-speed transmission. 2000-2006: 2-litre BMW Td4, 110 bhp, 192 lb-ft.

PRICE GUIDE

Project: £300 – £650
Average: £650 – £1700
Good: £1700 – £3000
Excellent: £3000 – £5600



DEFENDER 300TDi

1994 TO 1998

WHEN THE Discovery 1 received the refined new 300Tdi engine, so did its Defender stablemate. Reliable, simple and easy to modify, these Defenders are as popular as ever. LWB 110s are usually cheaper, with the short wheelbase 90s in biggest demand. Good ones hold on to their value and will always be easy to sell. The 300Tdi is a legendary lump that is good for 250,000 miles if properly serviced, with timing belts changed at correct intervals.

BUYER'S TIP: Still as popular as ever.

SPECIFICATIONS

2.5-litre turbocharged, direct-injection diesel. 111 bhp, 195 lb-ft torque. R380 five-speed transmission.

PRICE GUIDE

Project: £2700 – £3600
Average: £3600 – £6200
Good: £6200 – £12,000
Excellent: £12,000 – £40,000



DISCOVERY 2

1998 TO 2004

THE DISCOVERY 2 retained the stepped-roof looks and basic shape of its predecessor, but got an improved chassis, bodyshell and suspension, along with new engines and axles. It was the best-handling Land Rover in its day and there are plenty to choose from. V8 petrols are expensive to run, Td5 diesels economical. The bodies last well, but the chassis is prone to spectacular levels of rust – putting many examples beyond economic repair.

BUYER'S TIP: Carefully check that chassis for corrosion.

SPECIFICATIONS

Td5: 2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. **V8:** 4-litre V8 petrol, 185 bhp, 235 lb-ft torque. R380 manual or ZF four-speed auto, permanent four-wheel drive.

PRICE GUIDE

Poor: £1000 – £1500
Average: £1500 – £2300
Good: £2300 – £3700
Excellent: £3700 – £6500



DEFENDER TD5

TD5 – 1998 TO 2007

THE FIVE-CYLINDER Td5 was the last Land Rover-derived diesel engine and it has proved pretty bulletproof over the years. Now in great demand as prices for all Defenders steadily rise. There are a good number of special editions to choose from and, if you are looking for a utility vehicle, a healthy amount of truck cabs and hard tops are always on sale. Reliable, but check service history.

BUYER'S TIP: Check for rear crossmember rust.

SPECIFICATIONS

2.5-litre five-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. R380 five-speed transmission, permanent four-wheel drive.

PRICE GUIDE

Poor: £4100 – £5000
Average: £5000 – £7100
Good: £7100 – £12,000
Excellent: £12,000 – £17,000

PRICE CHECK



RANGE ROVER 3 (L322)

2002 TO 2012

THE THIRD-GENERATION Range Rover remains a vehicle to aspire to own. Earlier examples are very affordable, but don't underestimate the running costs – especially from the petrol V8s. The Td6 is, of course, less thirsty. Drivetrain and electric problems are common now, although most electronics can be sorted with modern diagnosis equipment. When L322s start to go wrong, they get very expensive. Parts aren't cheap, either.

BUYER'S TIP: Prices tumbling – but not cheap to run.

SPECIFICATIONS

2002-2005: 4.4-litre BMW V8 petrol, 282 bhp, 325 lb-ft torque. **2002-2007:** 3.0-litre BMW Td6 turbo diesel, 177 bhp, 287 lb-ft torque.

PRICE GUIDE

Poor: £3800 – £4500
Average: £4500 – £6600
Good: £6600 – £7900
Excellent: £7900 – £33,000



DISCOVERY 3

2004 TO 2009

WITH A production run of just five years before it was replaced, the Discovery 3 is the shortest-lived Land Rover model of modern times. Early models suffered reliability issues, usually caused by water ingress into the electrics. Running costs are high on the thirsty (ex-Jaguar) 4-litre V8 petrol models, but the vast majority of models on the secondhand market are economical 2.7 V6 diesels, which offer sensible running costs. No rust issues.

BUYER'S TIP: Check for full service history.

SPECIFICATIONS

2.7-litre V6 turbo diesel, 190bhp, 324 lb-ft torque.
4.4-litre V8 petrol, 300bhp, 313 lb-ft.

PRICE GUIDE

Poor: £4000 – £5000
Average: £5000 – £7800
Good: £7800 – £9500
Excellent: £9500 – £14,000



RANGE ROVER SPORT 1

2005 TO 2013

THE SPORT fulfils the fast premium 4x4 segment with style. It shares the same platform as the Discovery 3/4 and is just as impressive off-road. A great long-distance cruiser and entertaining on the right roads. If you need a load-lugger though, the more versatile Discovery is better. Tyres, brakes and suspension tend to have a hard time, so buy carefully. Despite being replaced by the second-generation Sport, early models still popular. But are they beginning to look dated?

BUYER'S TIP: Good ones still in demand.

SPECIFICATIONS

2005-2009: 2.7-litre V6 turbo diesel, 190 bhp, 324 lb-ft. 4.4-litre V8 petrol, 300 bhp, 313 lb-ft. Supercharged V8 390 bhp, 406 lb-ft. **2009-on:** 3.0-litre V6 diesel, 244 bhp, 442 lb-ft. 3.6-litre TDV8 diesel, 272 bhp, 472 lb-ft.

PRICE GUIDE

Poor: £8000 – £11,000
Average: £11,000 – £13,000
Good: £13,000 – £15,000
Excellent: £15,000 – £38,000



DEFENDER TDCi

TDCI 2007 TO PRESENT

FOUR-CYLINDER Ford turbo-diesel (borrowed from the Transit van) matched to a six-speed gearbox and an all-new dashboard were all part of 2007's major revamp. The loss of front air vents and the distinctive humped bonnet aren't to everyone's taste – and not everybody loves the transmission either – but the brilliant off-road ability remains. The original 2.4-litre engine was replaced for 2012 with a new 2.2 with better emissions. UK production now ending.

BUYER'S TIP: Values holding as well as ever.

SPECIFICATIONS

2007-2012: 2.4-litre four-cylinder turbo diesel, 122 bhp, 221 lb-ft torque. **2012-on:** 2.2-litre four-cylinder turbo diesel, 122 bhp, 265 lb-ft torque. Six-speed MT85 gearbox, permanent four-wheel drive.

PRICE GUIDE

Poor: £6600 – £8500
Average: £8500 – £12,400
Good: £12,400 – £17,600
Excellent: £17,600 – £50,000



FREELANDER 2

2006 TO 2015

A MASSIVE improvement on Freelander 1. The towing capacity is just 2000 kg compared to the 3500 kg of bigger Land Rovers, but it's a worthy alternative to a Discovery. Lack of low range and ground clearance prevents hardcore off-roading, but it is still competent in the rough. Reasonable on fuel and with a decent-sized boot, too, there are no rust issues and it's ultra-reliable. Residual values falling now it has been superceded by Discovery Sport.

BUYER'S TIP: An economical and trouble-free buy.

SPECIFICATIONS

2.2-litre four-cylinder turbo-diesel, 150 bhp, 295 lb-ft torque. Six-speed manual gearbox with optional stop/start (eD4) or six-speed automatic. Permanent four-wheel drive.

PRICE GUIDE

Poor: £5100 – £6500
Average: £6500 – £8100
Good: £8100 – £9500
Excellent: £9500 – £16,500



DISCOVERY 4

2009 TO PRESENT

ALTHOUGH FROM the outside it looks like its predecessor, even sharing a few body panels, under the skin this is a very different animal altogether. With a powerful new diesel engine and all the reliability issues of the Discovery 3 now gone, this brilliantly versatile vehicle is as popular now as it was six years ago. It's a true seven-seater but fold those seats flat and you've got a cargo area comparable to a Transit van. The ultimate family car.

BUYER'S TIP: The very best tow car, bar none.

SPECIFICATIONS

3.0-litre V6 turbo diesel, 244bhp, 442 lb-ft torque.

PRICE GUIDE

Poor: £9,000 – £14,000
Average: £14,000 – £17,000
Good: £17,000 – £24,000
Excellent: £24,000 – £58,000



RANGE ROVER EVOQUE

2011 TO PRESENT

NOT A favourite with Land Rover enthusiasts, but a huge hit with the general public who have turned it into the brand's best-selling model. Two-wheel drive is more economical, but 4WD is the better performer – and it's not bad off-road. Launched in 2011, there are lots available on the market and as such some real bargains. Look for one with a panoramic roof as it brings welcome light to an otherwise gloomy cabin. Reliable and trendy? Yes. Practical? Not so much.

BUYER'S TIP: Plenty to choose from, so be picky.

SPECIFICATIONS

2.2-litre four-cylinder turbo diesel, 147 bhp or 197 bhp; 2-litre petrol, 237 bhp. Six-speed manual or automatic gearbox. Two-wheel and four-wheel drive.

PRICE GUIDE

Poor: £9000 – £14,000
Average: £14,000 – £17,500
Good: £17,500 – £23,000
Excellent: £23,000 – £42,000



RANGE ROVER 4 (L405)

2012 TO PRESENT

WITH ITS aluminium chassis the fourth generation Range Rover is 420 kg lighter than its predecessor and, coupled with efficient new diesel engines, it's more frugal than any previous Range Rover. It's all comparative though! Taking depreciation into account, it will be several years before secondhand models offer economical motoring for all but the well-heeled. At present, values holding well.

BUYER'S TIP: A lot of car – for a lot of money.

SPECIFICATIONS

3-litre V6 (258 bhp) and 4.4-litre V8 (339 bhp) turbo-diesel engines; supercharged 5-litre V8 petrol (510 bhp). Eight-speed automatic gearbox.

PRICE GUIDE

Poor: N/A
Average: £39,000 – £45,000
Good: £45,000 – £64,000
Excellent: £64,000 – £100,000+



RANGE ROVER SPORT 2

2013 TO PRESENT

ALTHOUGH THE Range Rover Sport 2 is now cascading down to the secondhand market, a new one may prove a tempting purchase for those considering buying a secondhand Range Rover 4. Not only is it £20,000 cheaper, but performance, handling and economy are all better than its big brother. Although few will ever see a greenlane run, it's a brilliant off-road performer. Like all modern Land Rovers, it has a reputation for reliability too.

BUYER'S TIP: They don't come cheap.

SPECIFICATIONS

3-litre TDV6 (254 bhp) and SDV6 (288 bhp) turbo diesel engines; supercharged 5-litre V8 petrol (503 bhp). Eight-speed automatic gearbox.

PRICE GUIDE

Poor: N/A
Average: £39,000 – £42,000
Good: £42,000 – £49,000
Excellent: £49,000 – £75,000



DISCOVERY SPORT

2015 TO PRESENT

WHILST ON paper it replaces the Freelander 2, in reality the Discovery Sport is a very different beast altogether. Like all Land Rovers, it's built to be best in class off-road, but its on-road handling is astonishing, too. *LRM* editor Dave got the opportunity to drive it for hours on solid ice, in Iceland, and it never put a foot wrong. Considering all of the new technology, this versatile mid-size SUV represents excellent value for money. One of the most important cars of 2015.

BUYER'S TIP: Now comes with new Ingenium engine.

SPECIFICATIONS

2-2litre SD4, 190bhp. Six-speed manual and nine-speed automatic gearboxes.

PRICE GUIDE

Poor: N/A
Average: N/A
Good: N/A
Excellent: N/A
(new prices start at £32,395)

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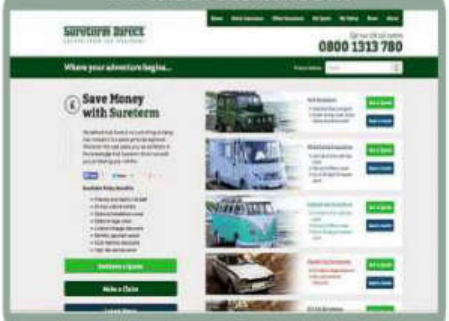
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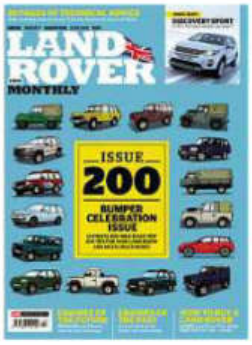
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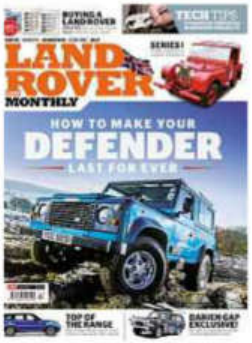
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SUPER-FAST 6.2 V8 Defender; Herefordshire greenlaning; Range Rover Evoque Survival Guide; Electric Defender; Freelander Service Guide; 6x6 Defender; Around the World Adventure; Classic Q&A



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MAKE THE most of summer in a topless Defender; Discovery 2 expedition truck; Heritage production line; Early 5-door Range Rover; Soldering torches tested; Defender air conditioning retrofitted



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DEFENDER MONSTER Truck; HM the Queen's Series III; Forward Control 101 Survival Guide; Nottinghamshire greenlaning; Defender air-con; Classic Q&A; Freelander wheel bearing replacement



JULY 2015

EXPEDITION SPECIAL: How to travel the world in your own Land Rover; Range Rover rescue; Series transmissions; Defender chassis swap; Somerset greenlaning; WW1 battlefields tour



AUGUST 2015

BUYING GUIDE: Defender Wolf; AC/DC star Brian Johnson; Series I double cab; Range Rover stretch limo; Defender mobile bar conversion; rust remedies; how to fit cruise control



SEPTEMBER 2015

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[NIRAJ SHARMA, CIVIL SERVANT, BANGLADESH]

1999 DEFENDER 110 300TDI

Who did you buy your project Defender from?
A diplomat exported it from the UK to Bangladesh in 1999. He later sold it to another diplomat, I then bought it from him in 2013.

What condition was it in?
It wasn't great. It had loads of dents everywhere, the seats were worn and the rear side passenger doors opened wider than they're designed to, causing damage to the bodywork in the process.

Has it given you any mechanical issues?
The alternator went after a couple of weeks, and the lights and battery needed replacing. It's a Land Rover so there will always be small niggles. My friends joke with me and say that I should've bought a Toyota, the most popular vehicle here.

What has been the toughest part of your Defender project?
Finding parts has been near impossible. I could not afford to be fussy when arriving in Bangladesh, which is why I bought this Defender, now I love it. A friend of mine had a Defender 90 in Sierra Leone, we had so much fun it, and this influenced my decision to buy one.

Why do you need a 4x4 in Bangladesh?
It regularly floods here so it's the ideal vehicle to own. Slowly, but surely I'm trying to create a 4x4 that's going to be fun to drive and looks great. A lot of my inspiration has come from your magazine and your readers.

What have you done to the engine?
The engine is original, I had it serviced and that's about it for the moment.

Who has done the work on it?
I have taken it to some local garages, but the language barrier is a struggle. To solve this problem we use lots of hand gestures, photographs and diagrams.

Worst part of the project?
I had to go away for several weeks and could not keep an eye on the work being done. This was frustrating as I expect a high standard of work and the garages here don't always oblige. You have to constantly monitor what they are doing and if you don't like it you need to tell them that.

Have you made any adjustments to the suspension?
Not yet. I will stick with what I have for now although it's not a smooth ride.

What has the reaction been from your Land Rover friends?
They were surprised at the dramatic change and the quality of the finish. Some are even thinking about doing something similar.

Anything to add?
The bits that seem to go wrong all the time are frustrating, but this is not a new car and I'm learning all the time. The main thing is that I now own my dream Defender. The project will take some time, as Rome was not built in a day.

NORTH AMERICA POSTAL: Land Rover Monthly Magazine (USPS 022-287) is published monthly by Dennis Publishing Ltd, London WC1T 4JD, UK. Annual subscription price is £55. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY11434, USA. Periodical postage paid at Jamaica NY 11431. US Postmaster: Send address changes to Land Rover Monthly Magazine, Air Business Ltd, c/o Worldnet Shipping USA Inc., 149-35 177th Street, Jamaica, New York 11434. Subscription records are maintained at Dennis Publishing Ltd, London WC1T 4JD. RETAIL DISTRIBUTION WORLDWIDE: Seymour, 2 East Poultry Avenue, London EC1 9PT Tel: +44 (0)207 429 4000 PRINTED by BGP, Bicester, Oxfordshire LRM is published in the UK by Dennis Publishing Ltd © 2015 Dennis Publishing Ltd. All rights reserved. No part of this magazine may be copied or reproduced in any form without written permission of the publishers. Every care is taken in the production of LRM but the publishers will accept no liability for claims arising from any errors or omissions. Opinions expressed by the contributors are not necessarily those of the publishers.



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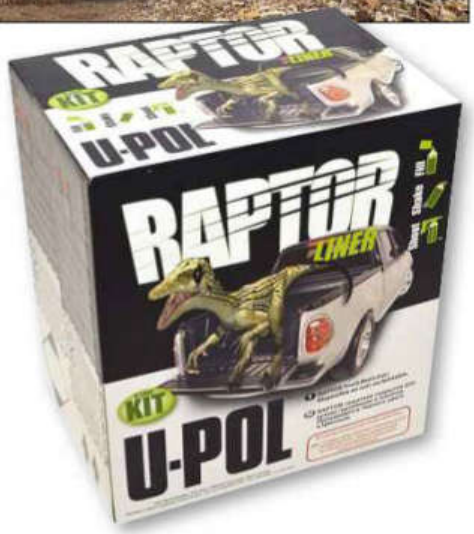
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> U-POL Stonechip gun
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*Some substrates require additional surface preparation before applying RAPTOR.



RAPTOR can be applied as a smooth finish through to a very coarse finish.

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